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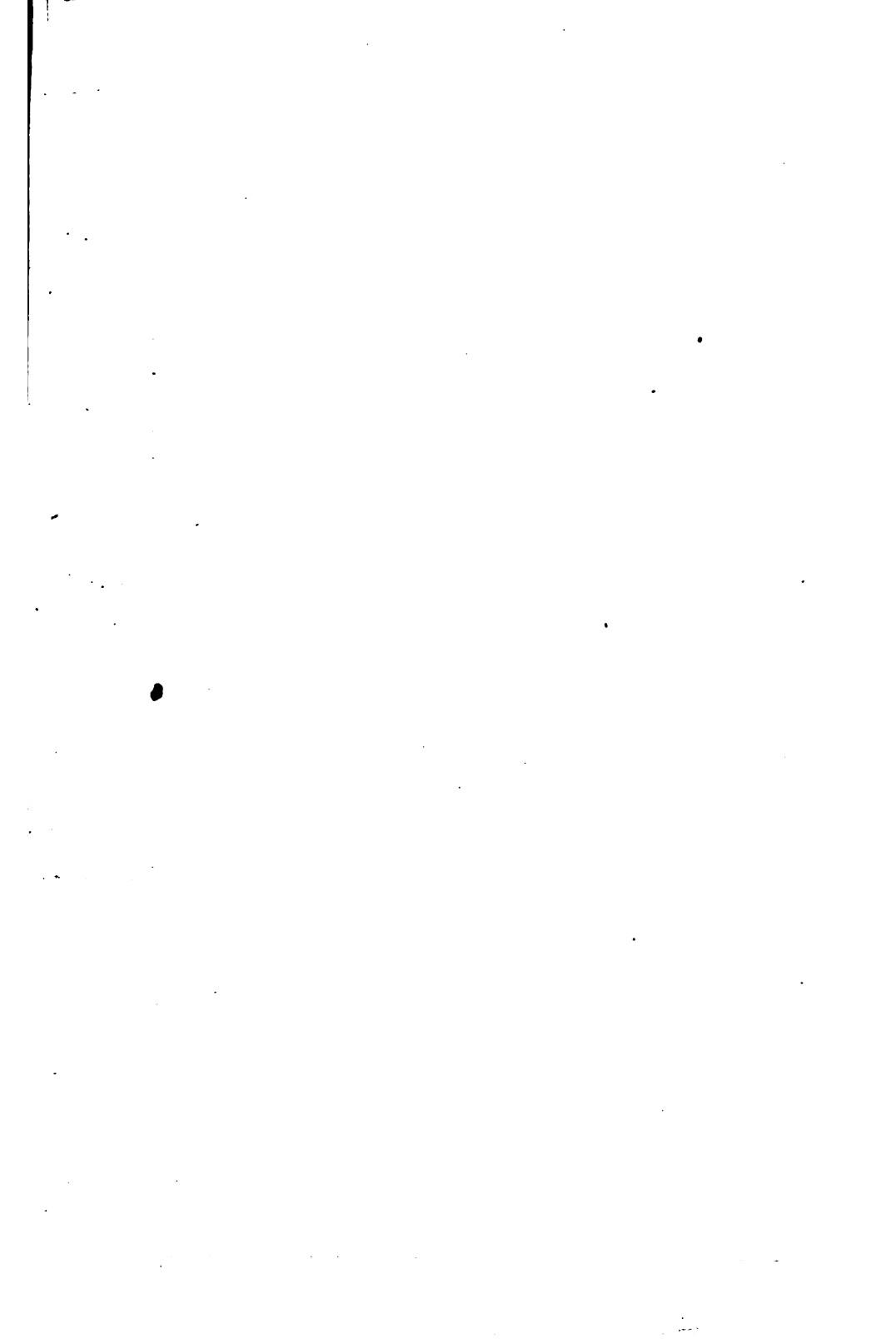
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THE
RAILROAD TRAINMEN'S JOURNAL.

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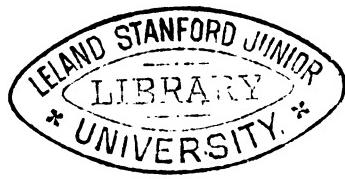
BROTHERHOOD OF RAILROAD TRAINMEN.

L. W. ROGERS, Editor.

VOLUME VII.
JANUARY TO DECEMBER, 1890.

GALESBURG, ILL.
1890.

E. H.



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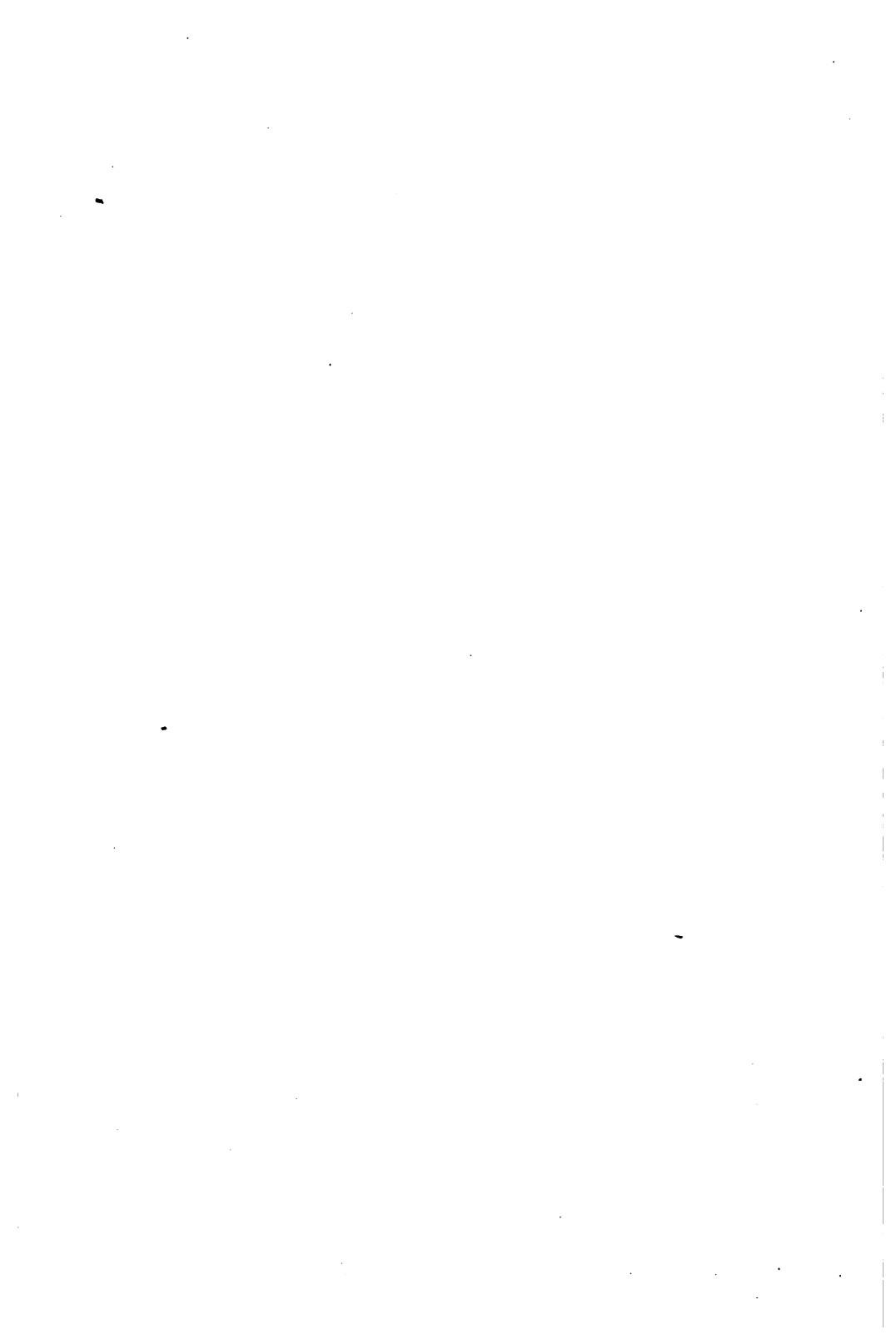
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THE
Railroad Trainmen's Journal.

Vol. VII.

JANUARY, 1890.

{ NEW SERIES No. 1.
OLD SERIES No. 71.



ED. F. O'SHEA.

(See Biographical Sketch on next page.)

**ED. F. O'SHEA,
RETIRING EDITOR OF THE JOURNAL.**

On the first page of the JOURNAL we present a life-like portrait of the man who, more than any other individual, has directed the course—indeed we might say constructed the foundation—of the Brotherhood of Railroad Brakemen; and to whom, the organization, now the Brotherhood of Railroad Trainmen, is very much indebted for its present stability. This is saying a great deal, but it is the simple truth; and to say less would not be the act of a reliable historian.

A brief reference to the early history of the order will be necessary to give an idea of the services of Mr. O'Shea to the organization. During the winter that followed the first annual convention it was discovered that Secretary and Treasurer Ousterhout was an embezzler, and after an investigation by the trustees he was promptly deprived of his office. Affairs at this time were in a most critical condition. The Brotherhood was young. It was, as yet, but little more than an experiment, and the news of treachery at headquarters fell upon the fraternity with almost the force of a fatal blow. Why should men continue to pay in money only to have it stolen? Where was the wisdom of belonging to an organization that could not redeem its promise to the widows and orphans by paying honest claims? The treasury was empty, confidence was shattered, and the infant organization appeared to be on the point of dissolution.

In this crisis the trustees called Mr. O'Shea from the ranks, and upon his shoulders placed the responsibility of bringing order and success from chaos and impending ruin. Possessing a good business education, an unusual amount of executive ability, and a firm belief in the final success of the order, he was admir-

ably fitted for the task. From that day on until his recent resignation at St. Paul, he was identified so closely with the growth of the organization that his biography is an inseparable part of its history. From a feeble attempt at uniting the brakemen, with a few isolated lodges and a scattered membership of a few hundred, the order has grown to a perfect success, with a foothold in every state and territory of the nation and all the provinces of Canada, and a membership of nearly twenty thousand. Such a growth in four years brought to headquarters an amount of difficult work, and required for its successful management executive force that may be understood by experience only. And while other officers must be credited with a faithful and efficient part in the Brotherhood's history, the fact still remains that the burden of managing the operating functions of the order—in fact, of building up a system by which it was possible to successfully operate it—rested wholly in the office of the Grand Secretary and Treasurer.

To step into a well regulated and firmly established enterprise and conduct it capably, is a creditable thing; but to shoulder the burden of a failure, and by the force of your individuality bear it upward to complete success, is an achievement of which but few can boast.

Edward F. O'Shea is a native of Illinois and was born in September, 1860. When seventeen years old he graduated from the Western Business College of Galesburg and the next year entered the service of the C. B. & Q. R. R. company, and as brakeman and yard foreman he remained with that company until 1882, when he entered the service of the M. & St. L. at Minneapolis. In 1883 he again returned to Galesburg and was braking on the "Q." when called to the Grand Lodge. At the

recent convention at St. Paul he resigned as Grand Secretary and Treasurer, and Editor and Manager of the JOURNAL, and late in November became manager of the Massachusetts Benefit Association at Denver, Colo.

Getting What We Earn. *

There are no other skilled workmen in the country that so fully and completely earn the money they receive as the railroad trainmen. To those who have given the subject but little thought this may appear to be a broad assertion, but a little consideration will prove its entire truthfulness.

Very few classes of skilled labor receive less than two dollars per day, and a great many are rewarded with more than twice that sum. Probably the carpenters receive the least money, according to their skill, of all the mechanics, and yet their average pay is far superior to that of the trainmen. The carpenter who thoroughly understands his trade will find little difficulty in obtaining steady employment in our large towns and cities at two and a half or three dollars per day. A very large number of our railway companies, however, pay for the services of brakemen less than two dollars per day (or per one hundred miles); a goodly number pay that sum, and a very few pay a little more.

It is true that the brakeman may receive as much money at the end of the month as the carpenter, but this is no proof that the two men are equally well paid. There is but one fair basis of comparison, and that is the number of hours that each man labors. If the carpenter, receiving thirty cents per hour, should work each month thirty days, of twelve hours each, and several of the nights also, as the average railroad man does, he would have due him at the end of the month nearly twice the sum earned by the brakeman. And

this is not all. The mechanic is engaged in a pleasant vocation. He has regular hours and moderate labor, conducive to perfect health; and when placing his time upon the labor market, he is at liberty to retain the complete ownership of one day in every seven. Every evening and every Sunday he may spend at home. But the trainman has none of these luxuries. His work is both difficult and dangerous. He surrenders absolutely his right to control any portion of his time. He does not own a single hour of it. He is subject to the call of the company at any moment—day or night. He follows the habits of the soldier more closely than any other toiler in civil life. He eats and sleeps at irregular hours—chokes down a meal during a five minutes' delay, and sleeps when the company has nothing else for him to do. He knows but little of domestic pleasure. Very seldom does he sit down by the fireside with his wife and children to enjoy that holy commune that is the inalienable right of even the Arab in his tent. His limited time at home is necessarily used for sleep. The fact that he is engaged in a most hazardous occupation should also be considered when the question of wages is discussed. Aside from personal injury, he is constantly confronted with the question of future support for his family, in case of his death or total disability. Insurance he cannot obtain at any reasonable price. It costs him more to carry three hundred dollars than it costs the mechanic for five thousand dollars. To put the comparison briefly, his pay is about as much less than the average mechanic's as his vocation is more unpleasant and hazardous.

But it may be argued that a trainman is not a skilled laborer. Such an idea, however, can be held only by the inexperienced. The practical railroad man understands that a

"green" brakeman is just as useless on a train as in a carpenter-shop, and that the judgment which controls a train in the unexpected conditions that constantly arise during its passage over the road as well as that which shapes a rising structure, is the result of skillful training.

When the wages paid to trainmen appear to such disadvantage when fairly compared with the wages of the most poorly paid mechanics in the country, is not the assertion at the head of this article sustained? And since nobody will contend that other classes of skilled labor are overpaid, does it not logically follow that the trainmen are underpaid? And what shall we do about it? Talk. The people do not understand it and nothing can be accomplished until they do. Reforms always begin with discussion and they are accomplished when it is clearly shown that they are just. This, of course, takes time. But the more earnestly and vigorously we agitate the question the shorter will be the delay with which the people, the tribunal which settles all mundane affairs, will recognize our claim to more appreciative consideration. It is a better, shorter and much surer way to success than the method of industrial warfare called strikes. We must first thoroughly understand the matter ourselves; then get it before the people. When this is done and the whole truth is known, success will come as a natural result.

It is said that on the first trip of the new fast mail train to San Francisco, forty-eight miles were covered in forty-six minutes; and the average speed was such that it would require but thirty-seven days to travel a distance equal to the circumference of the earth.

TWENTY-ONE railroads now center in Chicago.

Contributions.

Our Opinions.

[Written for the JOURNAL.]

Ring out thy righteous indignation,
That Justice, in her fear,
With the tyrant's grasp upon her,
Will feel the inspiration
That her advocate is near.

With truth it is said that silence is golden; with a truth of a greater volume and force, silence is often a mark of craven cowardice. If a wrong exists, silence will never make it right. The victory of a silent tongue on the errors and failures of others—errors and failures that are often the result of a generous mistake, is a noble attribute of a noble character. But he that stands and bravely defends his absent friend, when assailed by calumny or adverse criticism, is a higher type of manhood; and what I say here of individuals, can be applied with equal force and with wider spread of influence, to journalism.

A journal, particularly a periodical devoted to the interests of labor, supported and maintained by that element, that has not the courage to defend its position; that is fearful of tyranny's threats—in short, that has no opinions to express; or, having them, is afraid to give them life, is unworthy the support of an intelligent toiler. These characteristics, that which actuated the individual, and that which makes the periodical contemptible, emanates from the same source—a profound and deep-seated hypocrisy. Of the many distinguishing features of the human character, one of the most despicable is the man without an opinion. He would be entitled to our pity if we had not known that his vice was of his own choosing. Beware of him; never speak within his hearing. He cannot take your hand in the warm clasp of friendship, nor can he laugh with that merriment that lightens the heart. I rather prefer the man who

would never change his views; though it is true that a wise man will change his opinion sometimes, but a fool never does. Men of strongly established and fearlessly expounded convictions have fired our hearts with admiration for Lincoln, Sumner, Wendell Phillips, Gladstone, and many of such a noble school. Science is indebted to those manly expressions of opinion for all its magnificent achievements. Every movement in the world's progress, every leaf in its history, is marked and recorded by the thundering of opinions of men who had the intelligence to form them and the courage to express and champion their truth; with that consideration and wisdom so admirably expressed by Dr. Franklin on the 17th of September, 1787, when after the last reading of the constitution, he so ably advocated its adoption: "I confess," said that patriotic philosopher, "that there are several parts of this constitution which I do not at present approve, but I am not sure that I shall never approve them. For having lived long, I have experienced many instances of being obliged, by better information or fuller consideration, to change my opinions, even on important subjects, which I once thought right, but found to be otherwise. * * * The opinions I have had of its errors, I sacrifice to the public good. I have never whispered them abroad; within these walls they were born; here they shall die."

TIM FAGAN.

Lives versus Dollars.

[By Hattie Tyng Griswold, Columbus, Wis.]

"Brakeman killed last night down on the track." "Indeed! how did it happen?" "Oh, he was coupling cars, and got caught, and was run over, badly smashed up." "Quite a common accident?" "Yes, happens every few days somewhere on the roads, nobody minds much about it—scarcely ever gets into the pa-

pers." This was the conversation one morning at the boarding-house breakfast table, where several railroad employees were mixed with other guests.

The conversation lingered in my mind, somehow I could not get rid of it—especially the part, "nobody minds much about it," and I wondered if this was true. I thought of the mother of this young man, who was only a brakeman, to be sure—but a big hearted, brave, generous, and manly fellow, who was the only support of his widowed mother and several young sisters. I thought it probable that they "minded it." I fancied that last night when that mangled body was borne into their dwelling without a warning, and they beheld the awful wreck of his proud young life—that they mourned for it with a sorrow just as deep and heart-felt as would the family of the superintendent or the president himself, should those high officials be thus suddenly cut off. And my mind went back a few years to a case I knew of at the time, where another active, resolute young fellow was run over and both limbs severed from his body. I thought of his young wife and little children, and I happened to know that they "minded" it. There was so much love for them in his heart, and so much clear grit besides, that he said he would live and take care of them yet—and he did it. But has there been no hardship, no sorrow, no tears in that household? Ah, he was but a humble fellow—but how they minded it!

And I saw a poor little woman not three months ago, who minded these things. I was on a train that stopped suddenly and made an unaccountable delay. Passengers went out, came in and reported a train off the track—a brakeman killed,—and everyone started up in horror. There was a little woman with a baby in the seat opposite mine, and she turn-

ed deadly white at the words, and almost let the baby fall to the floor. I spoke to her, and she looked up and tried to smile, saying, "Oh, I thought of John—he's on the road. Of course it's not his train, but we are always expecting to hear such news, and it upset me for a minute." And oh, how the poor little thing cried when one after another came in and gave particulars of his death. There were many indifferent souls in the crowd—even in the awful presence of the tragedy—but her heart felt every pang that was coming to the friends at home. Later in the day we passed John's train, and he had time to run in a minute and see wife and baby, and oh, with what different words, and tones, and inflections, they talked of the poor lad's death, from what any of the rest of that crowd of passengers had done.

.Ah! it really looked as if they minded. I talked with another fellow-passenger that day about these things. He told me a great many stories, similar to the ones I have suggested above. He was a retired baggage-master, who had been many years of his life upon the road. "Why do these accidents happen oftener on freight trains than on passenger trains?" I asked. "Because they couple the cars differently," he said. "There is not half the danger in coupling passenger cars." "Why don't they couple the freight cars the same way they do passenger cars then, if it would save lives to do it?" "Costs more." "But the railroads are rich, can't they afford to protect the lives of their workmen?" "Oh, no, it would reduce the dividends." "Would the difference in cost be great?" "Oh, no—but nobody but the hands have any interest in the matter—and they don't dare open their mouths." "Are the roads all alike?" "Pretty much;

one or two of the best lines make it safer for the boys." And as the old baggage-master left me, I thought still of the poor young fellow cut to pieces up the track there—and of the money which had been saved on the coupling of those cars, and the words of the great master of fiction kept ringing in my ears :

"Dead, your majesty; dead, my lords and gentlemen; dead, right reverends and wrong reverends o' every order; dead, men and women born with heavenly compassion in your hearts, and dying thus around us every day,"—that the rich may live in palaces and fare sumptuously every day.

Gratitude.

[Written for the JOURNAL.]

"Do you have poison for me, I will drink it.
I know you do not love me; for your sisters
Have, as I do remember, done me wrong:
You have some cause, they have not."

"No cause, no cause."

—[King Lear.

Nemesis, one of the infernal deities, was the goddess of vengeance, always prepared to punish ingratitude, and at the same time liberally to reward the good and virtuous. From this we would naturally conclude that the good lady was kept busy, particularly in punishing ingratitude. Every nation has earned her visits, and indeed it appears that every nation receives them.

Ingratitude is one of the abetting sins of human nature; gratitude, on the contrary, is comparatively rare; perhaps it is for this reason that an act of gratitude is so pleasing and fills us with admiration for the race, while an illustration of ingratitude is repulsive and fills us with disgust and indignation. The lower animals are more responsive to this virtue than we are; the dog and the horse are especially so. Even the birds and the plants and the flowers give some of the most touching and in-

spiring proofs of their gratitude for the simplest attention.

"There is no little thing
In nature; in a raindrop's compass lie
A planet's elements.

The ungrateful child, who owes

"The debt immense of endless gratitude," gives us the worst and most depraved form of that foul horror. He or she who denies his parents, who neglects them in their old age, or at any time refuses to comfort them by that kindness and affection so dear to the heart of every parent, is a monster, and who will receive from his own children the torture he has so unfeelingly visited upon the authors of his being. It was in grateful recognition of the noble sacrifices made by the Athenians in defense of their country, that a law was instituted, declaring that an oration should be delivered in their honor; in fact, it was to an occasion of this kind that we are indebted for what is considered the most remarkable production of antiquity, given by Pericles at the funeral of his countrymen who had fallen in battle.

The Nemesis of the drunkard will reach him by many channels, each as sure and direct in its course as the tide's ebb and flow. Confidence will leave him in the desolation of his night. Respect will flee from him with the rapidity of darkness before an arc light, and poverty, such as he has created, with all her accompanying vices, will seize him and lead him to a grave, oh so prematurely. His position of opulence, power or influence will become as thin air, and brutality leaves him like the kindly feelings of the saloon-keeper.

Gratitude was born of friendship, and hypocrisy was sent by the enemy of mankind to destroy it by pretensions and hellish falsehood to possess her beauty. Our literature owes the ancients an unpurchasable

debt, as does also our astronomy and mathematics, for which we should not be sparing in our expressions of gratitude. Our progress in civilization suffers nothing by this truthful admission.

The memories of our youth are filled with the sweetest homage of our gratitude, that like the sun's setting, carries the reflection of the day to its sleep. Many a prison cell has been illuminated by boyhood's dreams of future greatness. Every "crime" of our school days' calendar is cherished in manhood's struggle, with the silent heart cry,

"Give me back, give me back the wild freshness
of morning;
Her clouds and her tears are worth evening's
best light."

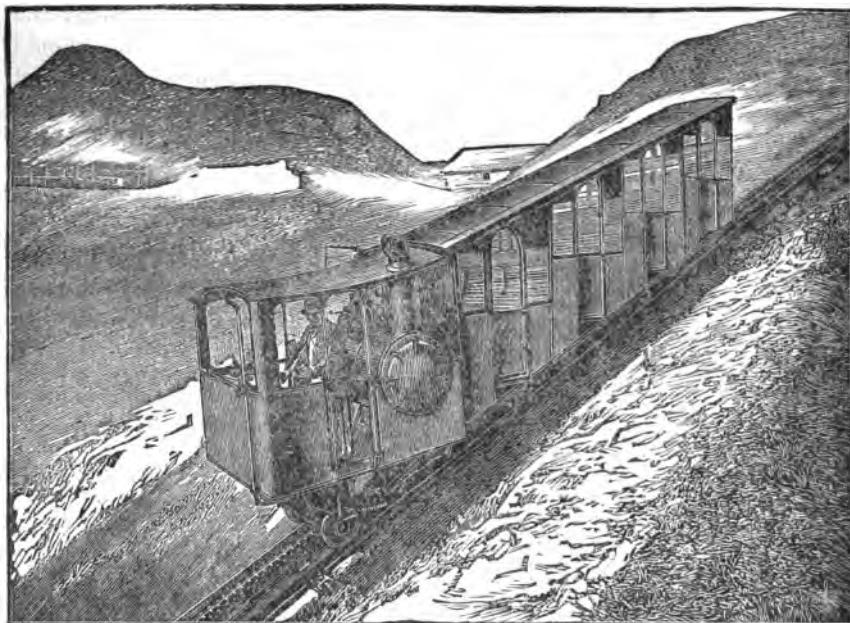
It was in grateful memory of his boyhood's inspirations that Shakespeare wrote some of the most beautiful expressions of his immortal poems—but of this some other time; enough that he found

"—tongues in trees, books in running brooks,
Sermons in stones, and good in everything."

Yes, and he suffered poignantly by the treachery of a friend who betrayed his confidence. His "King Lear" is a portraiture of base and horrible ingratitude. TIM FAGAN.

THE good time made on English roads is due to the superior road bed more than any other one thing. The absence of grade crossings is another time-saving arrangement. Another important item with local passenger trains is the construction of the car, which enables the loading and unloading to be done in a very short time. Thirty seconds is said to be a long stop for an English train at the station.

THE courts of Indiana have decided that the extra charge of ten cents to passengers who fail to purchase tickets, cannot be lawfully collected.

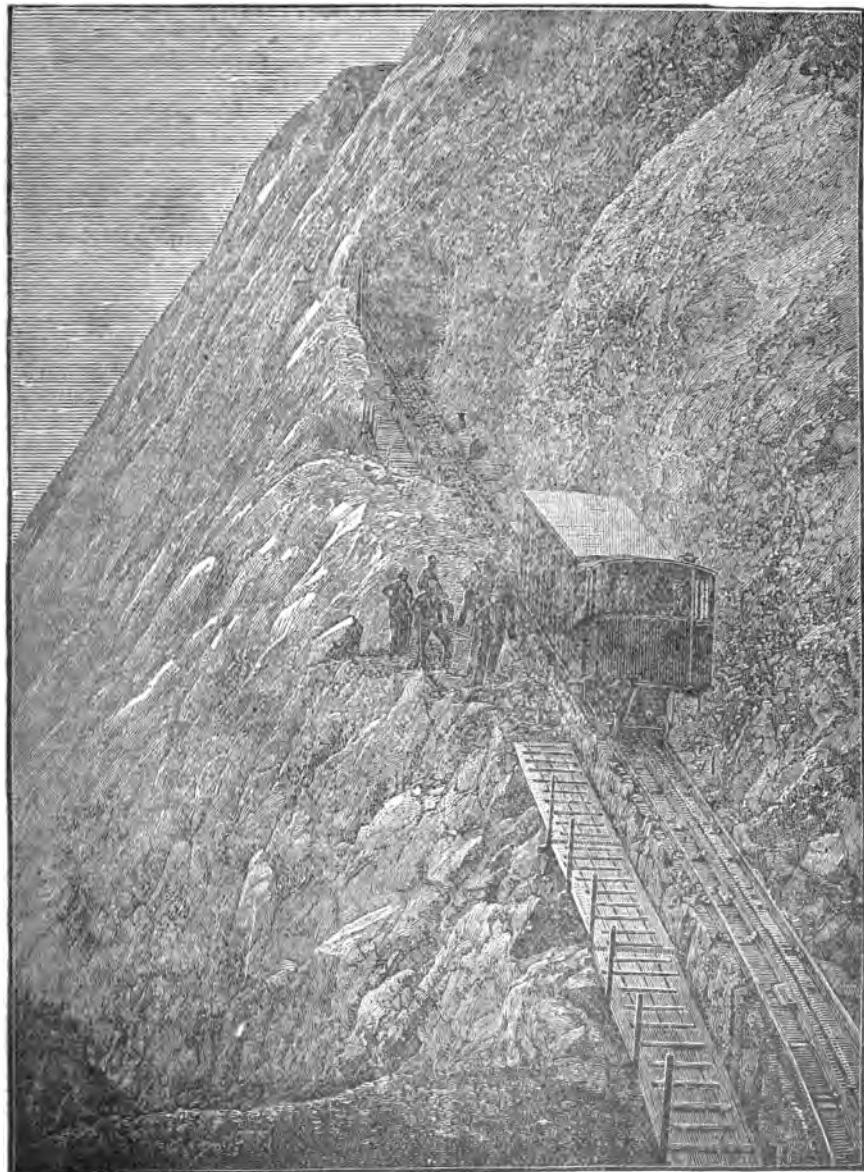


COMBINATION CAR AND LOCOMOTIVE — MT. PILATUS RAILWAY.

MOUNT PILATUS RAILWAY.

One of the most remarkable railroads in Europe is the one that stretches from Alpnach-Staad, Switzerland, to the summit of Mount Pilatus. We present our readers with two illustrations of the road, which recently appeared in the London *News*. The construction may be understood at a glance. The center rail has a row of cogs upon each side, and every engine and car has two cog wheels which work upon each side of the rail. The car and engine are combined after the fashion of our "dummy" lines, and carries thirty-two passengers.

The road itself is remarkable for its grades. In the Rocky Mountains a rise of two hundred feet to the mile is considered a very respectable grade. But on the Mount Pilatus road the *average rise is forty-two feet in one hundred feet!* From this it will be seen that the illustration is not overdone. The entire length of the road is a little less than three miles. The passenger leaves the little lake at the lower terminus, and in an hour and a quarter looks down upon it from the dizzy height of almost seven thousand feet. The little road cost nearly \$400,000.



ASCENDING MOUNT PILATUS. (SEE PAGE 8.)

Los Angeles—The Paradise Where Our Next Convention Assembles.

Los Angeles, the city of the Angeles, the second city of California, the railroad and commercial center of Southern California, is four hundred and eighty-three miles south of San Francisco. Its progress in the last six years has been unparalleled and marvelous, and has settled down to a steady growth that will make it the envy of the State. Its prosperity is such as to encourage the great transcontinental lines to build into it; the projected lines being the Union Pacific, Chicago, Rock Island and Pacific, and the Missouri Pacific systems, while the Southern Pacific and the Atchison, Topeka and Santa Fe have already not only a net work of roads here, but have established extensive yards, which will accommodate about twenty-five hundred cars. The Southern Pacific has recently added a very commodious union depot, out of which they run some fifty passenger trains daily, besides from nine to fifteen freight trains, thus justifying the prediction that it will always retain a supremacy as a railroad center; and such an harbor as San Pedro for vessels makes it more assured.

San Pedro, twenty-four miles from Los Angeles, the terminus of the San Pedro branch of the Southern Pacific, is the next harbor of importance to San Francisco, and the vast business transacted there fully demonstrates the advantage of Los Angeles for all kinds of maritime commerce. Los Angeles has a population of about ninety thousand and is the center of the most productive section of Southern California. The variety of the productions are unequalled anywhere. It has the climate of Southern Italy. In fact its climate and beautiful surroundings are already world-renowned. The people of Southern California are

mainly those who were farmers on a small scale in the East, but who came here to establish homes, and are very industrious, enterprising and progressive—just the class to make Los Angeles and surrounding country a veritable Eden.

Tributary to Los Angeles are the valleys Sán Gabriel and Santa Anna, and within a radius of sixty miles are the famous fruit growing districts of Pomona, San Bernardino, Redlands, San Gabriel, Riverside, Santa Anna, Pasadena, and several others, all of which are known everywhere and which are almost supplying the entire trade of the United States with the finest kind of tropical fruit, having shipped more oranges, lemons, limes and green fruits of all kinds, besides raisens, prunes, wine, etc., than any other section of the Union. It is also a veritable garden spot, all varieties blooming the year round. We have twelve varieties of palm, at least ninety varieties of roses, and the choicest kinds from Australia, China, India, Japan, Africa and South America; forty-five varieties of cactus, including one which blooms only at night; also some forty varieties of ferns and five of stapelias from Southern Africa. The honey tree of Africa, the bird of Paradise flower, the camphor tree of Japan, and a great many others too numerous to mention, grow here and truly make this the "City of the Angeles."

This is a picture of the home of Paradise Lodge No. 74, and who can say that we have not a good lien on "God's chattles to man?" No. 74 is growing every day, and we shall before long be the "Pride of the West." The people of Los Angeles have a very high regard for the Brotherhood, as was evinced by the large attendance at the grand ball given by the members of No. 74 at the dedication of the union depot, and of the one given by the Ladies' Auxiliary last July.

A. W. S.

American Federation of Labor.

We present below a part of President Gompers' annual report, which contains a number of things interesting to our readers:

Delegates to the Fourth Annual Convention of the American Federation of Labor;

FELLOW-WORKGMEN:—As year after year rolls on in the never ceasing march of time, and some of our comrades in the struggle for labor's emancipation fall by the way through nature's unerring hand, others urged on by the nobility and high character of our purposes, take their places in the line and gather as we do to-day in counsel, and to vow at the altar of progress and civilization our plighted faith never to cease in our endeavors until the wrongs and evils from which man suffers at the hand of man shall have been passed and exist only in the annals of history.

Of all the struggles of the human family for Freedom, Order and Progress, the Trade Unions are the direct and legitimate heirs and successors. It is their mission to continue the battle for the right until the term Rights shall lose its relative significance by the abolition of injustice and wrongs.

Let it never be said of us or our grand organization — the American Federation of Labor — that either has proven untrue to our task, faltered in our duty, or false to our mission.

To protect the innocent and young, to raise man and woman from the sloughs of poverty and despair to a proper appreciation of their rights and duties is worthy of our best efforts, our highest aspirations and our noblest impulses. Let us endeavor by the nature of our conclusions at this convention, add one more step in this direction; we shall be so much nearer our goal and make the final end so much easier of attainment.

OUR GROWTH.

It becomes my pleasant duty to state that the year just closed has witnessed a revival in the interests of the working people in the Trade Union movement. A large number of local unions of which trade no National Union existed have been formed. The energy displayed in various ways by them to forward the cause in general, to protect their interests in particular, and to further the eight-hour movement, is the best evidence of the great work the Federation has done and is capable of doing.

The great increase, both in membership and the number of local branches of our National Union, all testify to the renewed activity and zeal of the toilers and the recognition of the honest and earnest purposes of the American Federation of Labor, and the appreciation of the fact that our movement is based upon the lines of progress and the historical development of the labor movement.

NEW NATIONAL UNIONS.

During the past year several new National Trade Unions have been formed by the American Federation of Labor of which two have affiliated with us. While of those National Trade Unions already in existence and not affiliated nine have joined us since my last report. We have affiliated with us nearly every Trade Union of the country. With 3,800 local unions and a membership greater than any other labor organization in the world.

OUR RELATIONS WITH OTHER ORGANIZATIONS.

The Executive Council have endeavored to secure the co-operation, and to establish fraternal relations with all labor organizations. During the year correspondence was opened and continued with representative men of labor of Europe as well as in this country and with good results. There is no doubt that had

the Brotherhood of Locomotive Engineers thrown aside their policy of "isolation," which is unworthy of their grand organization, there would have been established a federation of all railroad workmen. That this is desirable and would be advantageous to them as well as the entire body of working people, I think, all observers will admit. That it will soon be achieved is my fervent hope.

INTERNATIONAL LABOR CONGRESS.

Obedient to the resolution of the St. Louis Convention, to send a letter of fraternal good will to the International Labor Congress held in Paris, it was necessary to send two, owing to the fact that two Congresses were held at the same time. In my letter I took occasion to refer, among other matters, to our Eight-Hour Movement, and upon which they took action to which I refer under that caption.

THE EIGHT-HOUR MOVEMENT.

In the whole history of the labor movement there has not been any question upon which the thoughts of the civilized world has been so thoroughly centered as upon the Eight-Hour Movement inaugurated by the American Federation of Labor at its last convention.

When we met last year at St. Louis, the combined forces and influences of the employing and speculating classes so thoroughly held the master hand over labor, they had become so overbearing, had so thoroughly awed the working people into submission, that every meeting night of labor organizations was but the repetition of the various notices of reduction in wages, the imposition of obnoxious rules, the presentation of iron-clad obligations to sign away our right to organize for self-protection, propositions to increase the hours of labor—in a word, Labor seemed to have no right, economic or

political, that Capital was bound to respect.

It was at this time that our proclamation to the world was made, to call on the toilers of the country to the movement to enforce the Eight-Hour work-day, May 1st, 1890.

From that moment a change took place. Hope was instilled into the hearts and minds of the workers to supplant despair. The rallying cry of eight-hours was sounded. The working people again stood erect and staunch in their manhood. The tide had changed.

I trust that the charge may not be made that we take too optimistic a view of the situation, or that the condition of labor is "satisfactory" to us. On the contrary, the very fervency of our advocacy of the movement to reduce the hours of labor, is the best evidence we can give that we are at war with wrong, and that our best efforts will be devoted to the eradication of every injustice and evil from which Labor suffers.

My purpose in calling attention to the change in the situation is to refute the idle talk of failure and to assert that our movement has already been fraught with good results.

It has arrested the downward tendency of the labor movement. It has forced, to a marked degree, the public discussion of our proposition. We cannot afford, however, to rest upon the vantage ground, stimulated by our success thus far; we must be nerved for a renewed activity, an unbounded enthusiasm and an eminent practicability.

I here submit a brief resume of part of the work done to further organization and the agitation of our movement.

Immediately after the close of the last convention a proclamation was issued calling for simultaneous mass-meetings of the people on the days set for them.

On Feb. 22, 1889, number of mass-meetings held in cities and towns, 240; on July 4, 1889, number of mass-meetings held in cities and towns, 311; on Sept. 2, 1889, number of mass-meetings held in cities and towns, 420.

Resolutions were prepared and circulated throughout the country and a certified copy of their adoption at these mass-meetings is in our archives.

Besides the meetings above referred to, the three hundred General Organizers have held meetings in their respective localities. A number of Special Organizers have been on the road, traveling, organizing and agitating the question for the past three months, and there are few Trade Unions in the country which have not in some form or other discussed the subject at business and open meetings.

A series of letters were sent to men in public, professional, industrial and commercial life, and of all interests. Answers, in large numbers, favorable to our movement were received.

We secured the services of three of the ablest economic thinkers to each write a pamphlet on the various phases of the Eight-Hour question. "The Eight-Hour Primer," by Geo. E. McNeill; "The Economic and Social Importance of the Eight-Hour Movement," by Geo. Gunton; "The History and Philosophy of the Eight-Hour Movement," by Lemuel Danryid.

About 60,000 of these pamphlets were circulated among the toilers of the country.

A number of different circulars and proclamations were sent broadcast, from time to time, in all numbering more than a quarter of a million.

Blanks were recently issued to the affiliated organizations for the purpose of obtaining statistical informa-

tion as to the numerical strength, preparation for the movement, financial resources, if any assistance will be required, and several other points of interest in connection with the subject.

Various suggestions were made to the working people upon the preparation and direction the movement should take, and the most practical measures that ought to be adopted for May 1st, 1890. Some of which I here repeat with the addition of such others as seem most advisable and commend them to you for your careful consideration.

That one or two trades, whose organizations are affiliated, be selected by this convention, or if deemed more advisable, by the Executive Council, upon which to concentrate the whole efforts of Organized Labor to secure the Eight-Hour workday, May 1st, 1890.

That all organizations affiliated contribute a specified sum per member to aid in winning the first victory.

That the Executive Council, in conjunction with the officers of the organization selected, in person, endeavor to secure the accession of the Eight-Hour workday from the employers without a resort to a cessation of work.

Should the concession not be made voluntarily, the trade selected shall be authorized to cease work to enforce the demand, and the funds above provided, as well as all other available or obtainable funds, shall be devoted toward the support of the men involved.

Upon the successful termination of the first contest, the Executive Council shall select another trade and proceed as in the case of the first selected trade and so continue.

That the agitation by mass-meetings be continued and with renewed vigor.

That an appeal for funds to promote this part of the work be made

to Organized Labor and sympathizers with the movement.

That the best qualified men of Europe and America be invited to undertake an agitation and organizing tour through the country.

That all organizations affiliated grant an amnesty to those who may have erred against Labor.

That the local unions hold public meetings in the neighborhoods of large factories, union or non-union, to organize and discuss the Eight-Hour Movement.

That the meetings already decided upon for February 22, 1890, be held in every part of the country May 1, 1890, and that monster demonstrations be held.

I suggest that a special committee may be created to which all these matters may be referred, to be properly digested, formulated and reported, and acted upon by this convention.

Permit me to say that I am not wedded to the above suggestions. They are the result of my thoughts upon the subject, and are submitted for such action as you deem best.

EUROPE AND EIGHT HOURS.

So far has the influences of our Eight-Hour Movement reached, that the International Labor Congresses, held at Paris this year, resolved, in sympathy with our movement, to hold simultaneous mass meetings in every city in Europe, May 1, 1890.

In England, where there was an apparent adverse vote on the Eight-Hour Movement recently, immense numbers of the working people have not only made gigantic strides in improving their condition, by increasing their wages and reducing the hours of their labor within the past few months, but the battle-cry for Eight Hours, May 1, 1890, is taken up and reverberated throughout Great Britain with such earnestness and enthusiasm, that it will, no doubt,

insure success and command the admiration of the world.

In all countries the horizon is brighter. The toilers are abreast with the times, not merely to squeamishly say "we always wanted eight hours," but to insist that the time *has arrived* that the Eight-Hour work-day shall be enforced; that its enforcement does not mean ruin, but a greater prosperity; that it does not mean a "disarrangement," but a better arrangement of business; that it means a nobler manhood, a greater people, a brighter present and a more hopeful future.

The hundreds of thousands of our fellows who, through the ever-increasing inventions and improvements in the modern methods of production, are rendered "superfluous" because (through no fault of their own) they are thrown out of employment; who are fast degenerating into an *impoverished idle class*; who are a constant menace to the employment, wages and conditions of the employed workers, and a danger to our civilization and progress, have few to say a kind word to them, and none to give practical aid to rescue them from their awful and inhuman condition except the organized working people.

We must endeavor to save the unemployed from the fearful consequences of modern greed and avarice; we must find employment for our wretched brothers and sisters by reducing the hours of our labor, or we will be overwhelmed and destroyed. If a humane feeling for our kind does not prompt us to do so, our intelligence and self-interest should compel us.

Those who, either through chicanery, ignorance or maliciousness, refuse to recognize the danger and necessity for action, and attempt to neutralize, counteract or nullify this movement, must bear the full responsibility of their acts. We, the repre-

sentatives of the Trades Unions of the country, fully alive to the situation, must assert our purposes. We must declare that we will never cease in our agitation, whether in 1890, '91 or any other year; that we will insist upon reducing the hours of labor until all who can, and desire to, may have an opportunity to work and earn an honest livelihood.

All the papers, letters, circulars, resolutions, propositions, recommendations, etc., etc., are herewith submitted.

LABOR LEGISLATION AND LAWS.

Owing, no doubt, to the short sessions of Congress, little, if any, new labor legislation can be recorded as the achievement of the past year. Much better results were obtained in many of the State Legislatures.

I suggest that our conventions should formulate the legislation that labor demands, and empower and direct the Executive officers to take such action as will presage the best results.

ALIEN CONTRACT LABOR.

It is apparent that the law to prevent the importation of laborers, under the contract, is not enforced in the spirit of its designers. Not only is the law violated, but frequently the officers who should enforce it, by their action endeavor to bring it into ridicule. The law should be strictly enforced without fear or favor, and, immaterial who its violators are, they should be punished.

CHINESE EXCLUSION ACT.

Reports to our office give ample evidence that the law excluding Chinese from coming to this country is flagrantly violated. They are permitted to come over our borders from neighboring countries, and under the pretense that they cannot be returned they remain in opposition to the expressed will of the people. All laws which seek the protection of other interests—notably, the tar-

iff—are strictly enforced. Why the one strictly in the interests of labor is not, should and must be remedied.

Then, again, peculiar constructions are given to the law by our courts, which practically nullifies many of its most potent provisions. The influence of the wealthy "Chinese Six Companies" of California can only be appreciated by those who have been in that region, or are close observers and readers of their papers.

THE CENSUS AND THE UNEMPLOYED.

The Government is about to undertake a census in 1890. I desire to call your attention to the omission in the present law of any provision to ascertain the number of the unemployed and the duration of such a lack of employment. I cannot persuade myself into the belief that the omission was not designed. The law of the Census of 1880 contained the provision, yet the Superintendent failed to collect or present the data as required. Every other interest of the country is to be rigidly inquired into, except the one upon which the future of the country more surely depends. A petition upon the question was prepared and widely circulated. I recommend that the matter may receive your careful attention with the view to demand an amendment covering the omission.

SWISS LABOR CONFERENCE.

Through a correspondence with our State Department and the Swiss Government, I learned that the United States did not receive an invitation to be represented at the conference to decide upon international labor regulations. The Swiss Minister expresses the hope that our Government may have the jurisdiction to participate in future conferences.

LABOR CONGRESS DURING THE WORLD'S FAIR.

From present indications it is the intention to celebrate the 400th An-

niversary of the discovery of America, by Columbus, by a World's Fair in 1892. It seems to me that the time would be propitious for holding the first International Labor Congress in the United States. I therefore suggest that the Executive Council be authorized as soon as the question is decided by Congress, to extend invitations and proceed to make arrangements for the holding of an International Labor Congress in the city selected for the Exposition.

BALLOT REFORM.

Pursuant to instructions, I personally appeared before and wrote many letters upon the subject of a reform in the method of casting our ballots at elections. We insist upon the right to cast an absolute secret ballot, without let or hindrance, or any species of intimidation or coercion. I am pleased to report that the reform has been achieved in several States, and the prospects for its general adoption in the near future are excellent.

COAL MINERS.

The struggle of the coal miners and mine laborers of our country, the fearful conditions from which they suffer, and the overbearing greed of their employers make it essential that this convention should give special attention to the subject.

The corporations at one time forcing some of the miners to work at starvation rates, day and night, almost to the death; and at others with the utmost nonchalance, closing the mines for indefinite periods, may at some time raise the issue of their rights to do so.

There are other trade difficulties which will be laid before you.

CONCLUSION.

In closing my term of office and returning into your hands the trust reposed in my keeping, I beg to assure you that I have ever striven to

serve our cause and our organization to the very best of my ability.

For the courtesy and friendly advice I have received from my colleagues of the Executive Council, I desire here, and now, to acknowledge my profound appreciation.

To the officers and members of our affiliated organizations I am under deep obligations for their friendship and co-operation.

Fellow-delegates, let our deliberations be marked by that courtesy, harmony and honesty of purpose, that has been so characteristic of our previous conventions. Let us each strive to vie with each other, only in promoting the best interest of the toiling masses and we shall thereby instill confidence in and respect for our grand organization, the American Federation of Labor.

The Infancy of Railways.

Now that the railways of the world have attained an aggregate length of some 360,000 miles and this youthful nation of ours already enjoys the benefits of a grand system of more than 160,000 miles with the work of construction scarcely more than begun, it is extremely interesting to look back to the years still within the memory of many living men when the locomotive was a crude and curious experiment, small, slow, clumsy and feeble, and regarded by all except a few enthusiasts as an impracticable and dangerous innovation upon the good old ways of carrying on transportation. To those early days, in the twilight of the railway age, and yet not far away, we invite the reader to take a few minutes' trip by reading one of the early publications on railway construction which, having been fortunate enough to find it in the hands of an antiquarian, we reprint elsewhere in this issue. It is entitled "A practical treatise on railroads and carriages" and was published in New York in 1825. This

was only 64 years ago, and yet in perusing the description of the toy engines and cars which had at that time began to make their feeble experimental trips at two or three places in Great Britain the reader can but be seriously impressed with the tremendous contrast between the wisdom and experience of our fathers in that day and the knowledge possessed by any child in the present favored generation.

The author of this little work takes as his motto "Our present modes of conveyance, excellent as they are, both require and admit of improvements," and proceeds to describe the little railways then in operation and to argue for their adoption in this country. The Hetton railway, which boasted the extreme length of 7½ miles, is the subject of his first description, and we learn that on this line a train of seventeen wagons "impelled by a locomotive high-pressure engine, called by the people there an 'iron horse,'" was said to attain "the velocity of 3½ to 4 miles per hour." This engine it seems weighed no less than 8 tons; it had a boiler 4 feet in diameter with a chimney 12 feet high. The diameter of the pistons was 9 inches and the stroke 2 feet; the steam pressure was 40 to 50 pounds. The wheels of the "engine carriage" were 2 feet 3 inches in diameter and their axles were connected by an endless chain working into a wheel on each axle. The boiler was supported on a carriage "by four floating pistons which answered the purpose of springs, equalizing the pressure on the wheels and softening the jerks of the carriage." The train of seventeen wagons weighed when loaded 64 tons and when empty 18½ tons. The rails were no less than 3 feet 11 inches long by 2½ wide and weighed at first 61 pounds, though it was subsequently found advisable to increase them to 72 pounds. A start-

ling innovation however had already begun, for it seems some malleable iron rails 15 feet long, 3½ inches deep, 2½ inches in breadth at top and weighing 28 pounds per yard had already been proposed. The operation of the little engine with its train at the colliery is commended by the writer, who declares:

The steam carriage is managed with considerable facility and the whole assemblage in motion forms a striking and interesting object.

The author then describes the Blenkinsop engine of 1811, which had wheels "working into the teeth of the railway by a toothed wheel on the same axle," this engine being able to handle thirty coal wagons "each weighing more than three tons and moved at the rate of 3½ miles per hour." The "extensive railway from Stockton to Darlington by the collieries," comprising with track completed and in operation no less than 32 miles, is described as giving an encouraging example of what the steam railway can do, but the author, bold as was his advocacy of this almost untried means of propulsion, feels obliged to declare that "an engine running at a greater rate than about 6 miles an hour would need to be raised so as to remove the possibility of overrunning people, or of dashing against other articles." Hence the roadway he thought, should be elevated ten feet—the idea that the wagon roads might be required to cross over the steam roads evidently not having occurred at that stage of railway history. Other requisites of railway construction and operation are similarly discussed, and conclusions are reached which now seem, in many cases, trivial or erroneous, although they were then far in advance of the general knowledge and belief of the day. Marvelous indeed has been the progress of practical science in connection with the railway since the little eight ton engine began laboriously and uncer-

tainly to haul its train of pigmy cars at "the velocity of three and a quarter miles an hour!"—*Railway Age*.

The Railroader.

In drawing a pen picture of the railroad man, C. N. Hall sketches him in *Puck* from infancy to maturity in this way :

Some railroad men are made up out of ordinary mortals; but most of them are born that way. It may be noted in the incipient railroader that even during the tender months of babyhood he will shriek like a freight-engine if his feed is not properly attended to. Growing older, he sometimes gets off the path of absolute rectitude, and is switched back by the Superintendent of the Domestic Department.

As soon as he is old enough to stray around with other boys, he goes straight for the railway switch-yard, if there is one in the same county. He spends his time jumping on and off trains, and learning the vocabulary. Other boys do the same thing, get run over and are killed; but he—never.

By-and-by, after he has not been killed a number of times, the trainmen submit to the inevitable, and stop putting him off. Then he is happy; he rides on top of the cars, polishes the brake handles, and uses a code of signals that would make the everlasting fortune of a deaf mute. Some day he tries his hand at coupling up, and has a couple of fingers smashed, not so very badly, but enough to draw blood, and make arnica and a rag bandage necessary.

This is the proudest, happiest day of his life; never in after-years, even when, as General Manager, he may speak haughtily to a baggage-man, or ride on the express engine with a cinder in his eye, can he extract so much real pleasure out of life as he now derives from those two crippled fingers in a dirty rag.

"Done it down to the switch-yard, couplin' up," he explains to questioning friends, and he grows a little taller every time he says it.

It won't be long now before you find him regularly employed braking on the through-freight, waving his hands to every pretty girl along the line, and highly contemptuous of any one who is not, like himself, "in the hardware line." "Buckwheater" is the comprehensive term for all non-railroaders, no matter what their calling. From brakeman to conductor, from conductor to train-dispatcher, and then to Superintendent are easy steps for the born railroader, and then he has only to keep his eyes open, and success is assured.

Within the next few years he will very probably be a Railroad King, and a power in state politics. But with power come cares before unknown, and not all the prestige and salary can make him so happy and light-hearted as when he first smashed his fingers coupling two empty freight cars on a cross-road's siding.

"It is a reproach to our civilization that any class of American workmen should, in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war."—[The President's Message.]

IN calling attention to the fact that the railroad men are becoming a great power in politics and that when, regardless of party ties they throw their influence unitedly in one direction to secure some favor or reform, they generally win, Leslie's Newspaper says :

As a rule, the railroad employe is a man of superior intelligence. He meets travelers from every part of the land, he is interested in public discussions, he is wide-awake and observant, and generally well informed. Organized into a cohesive body, the railroad employees of this country could wield the balance of power in almost every State election, and even in Federal contests. Perhaps the politician who has been listening so long to the cry of the granger and the anti-monopolist, finding himself confronted by this new and mighty power, will discover that he has made a mistake; but will he go so far to please the railroad employe as he has gone to please the anti-monopolist and the granger?

Woman's Department.

Announcement.

In arranging the various departments for the TRAINMEN'S JOURNAL, and determining the space that should be devoted to each, the editor has given considerable thought to this section, believing it to be of much importance in building up the circulation to the point he hopes to reach during the year 1890. It is earnestly desired to make the JOURNAL so welcome in every home that its monthly visit will be eagerly awaited by every member of the family, and this is the department that is to be devoted to such subjects as will most interest the household. The wives and mothers of our homes exert a silent but powerful influence on every question of progress and reform, and the failure to recognize this fact would not be consistent with judicious management.

For these, and many other reasons too obvious to mention, it has been decided to give the Woman's Department as much time and attention as is to be placed upon even the editorial columns. The editor of the JOURNAL will therefore conduct this department personally, and will spare neither time nor pains in the effort to make it so interesting to the wives, mothers and sisters of the trainmen, that they will give their earnest co-operation in making it an unqualified success. The JOURNAL cannot at present afford a corps of paid contributors, but the editor hopes to receive short contributions from those whose personal interest in the Department shall prompt them to assist in its development. Articles will not be published in this section of the book because they are written by women, but because they are written (no matter by whom) upon a subject pertaining to this Department. All the lady readers of the JOURNAL are hereby invited to participate. Marked copies of papers containing anything of interest in this special line are very acceptable at all times, as well as short contributions. Send all communications directly to this office, addressed,

TRAINMEN'S JOURNAL,
Galesburg, Ill.

We call the attention of the ladies to the article, "Lives versus Dollars," by Hattie Tyng Griswold, on page 5.

PLEASE remember that this, as well as all other departments of the JOURNAL, is very hastily prepared for January and is by no means as complete as it will be after the new order of things is in good working condition.

FRANK LESLIE's Illustrated Newspaper is publishing the portraits of prominent society ladies and evidently intends to continue it indefinitely. This is worthy of notice in view of the fact that the masculine portion of humanity has always enjoyed the lion's share of pictorial fame.

THE Woman's Department is not very extensive this month, simply because none of the persons who will contribute to it knew that it will hereafter be conducted in this manner. The two communications presented in this issue were not contributed to any particular department of the JOURNAL, but they naturally belong to this.

CORRESPONDENTS should not be impatient if their articles do not appear promptly, nor disappointed if they sometimes fail to appear at all. The contributions will no doubt be many and the editor reserves the right to select those which will probably be the most interesting to the majority of the readers. Names will count for nothing. Priority of publication will depend entirely on the merit of the article, regardless of who writes it.

IF the readers of this Department are pleased with the manner in which it is conducted, it is hoped that the approval will materialize in expression. It is the object of publishers, as well as artists, to please their patrons. While the busy editor can not take time to answer any questions, nor reply to anything, a suggestion or expression of opinion, even on a postal card, is carefully noted and filed away in a classified list and will have its due weight on the character of the Department.



MRS. LEONORA M. BARRY.

NATIONAL LECTURER, KNIGHTS OF LABOR.

(See Biographical Sketch, Page 21.)

LEONORA M. BARRY.

Probably no other woman in America has done so much for American labor in so short a time, as Leonora M. Barry. There are many women who have distinguished themselves by their noble and unselfish devotion to various reforms. Mrs. Stanton, Mrs. Willard, Miss Anthony and Mrs. Mott are notable examples. With the courage of heroines and the patience of martyrs they endured the taunts and jeers of the rabble that the condition of the rabble itself might be improved. But to Mrs. Barry belongs the honor of striving to improve the toiler's condition and lessen the misfortunes which surround the most helpless classes of labor. Rising herself from the ranks, she was peculiarly fitted for such an undertaking. She had no fine-spun theories to lay before her audiences. She had learned the lesson of self-support by stern experience—by long association with the dark and bitter side of life.

Mrs. Barry's success as a lecturer, like the success of most people who succeed, is no doubt due to her thorough knowledge of the subject and an intense longing to see wrongs righted. The courage with which she attacks popular vices and the earnest eloquence with which she protests against the abuses from which labor most suffers has made her name familiar to all readers of the daily press. There are but few people to whom organized labor already owes a heavier debt of gratitude or from whom it is likely to receive constant and patent assistance in the future than Leonora M. Barry.

* *

Mrs. Barry was born in County Cork, Ireland, and came to Northern New York with her parents when quite young. At sixteen she was an orphan, and soon after began teaching school. She married in 1872 and

in 1881 was left a widow with three children to support, the youngest being an infant. She obtained employment in a knit-goods factory, and penniless and alone began the struggle for existence. During the more than four years spent in this employment she became a Knight of Labor, and in 1886 was sent as a delegate to the Richmond convention to represent District No. 65. Her genius was at once recognized and she was elected General Instructor and Director of 'Woman's Work. Since that day her work in the lecture field has attracted wide attention and she is receiving some of the recognition her ability deserves.

THE Argonaut speaks of the good fortune of American girls who marry English lords. It occurs to us that it is the lords who are in luck. Experience shows that they invariably profit by the contract, while the maiden who secures a title by virtue of the fact that she is heir-apparent to her papa's shekels, generally finds later on that she has paid an all-wool price for a shoddy article. The American girl who longs for the society of nobility would do well to remember that while K. Edgar Albert or Q. Roseveldt William may sound very aristocratic, it is liable to be the name of a royal gambler, drunkard or ruffian; and that the young man who is intelligent and energetic, but who may now be braking on a freight train as plain John Henry, may some day "sit in the places of the high." Lincoln split rails and Garfield "broke" on a canal boat.

Now that the Department of Agriculture has a division to be devoted to silk culture, that interesting and profitable industry will undoubtedly be given new impetus in the United States. This subject interests American women in more than one way. While the larger production of raw silk will cheapen the manufactured article, it will also offer a field for the employment of a large portion of our feminine population

seeking light, pleasant and profitable vocations. Chief Walker, of the newly created division, proposes to send free, in March next, to each applicant the necessary outfit for producing fifty or sixty pounds of silk cocoons. These are worth one dollar per pound at present. Six weeks is the necessary time for the work, which is probably lighter than the care of a small poultry yard. Should these wholesale experiments proposed by the Department of Agriculture succeed, it will be of very material benefit to the amateur silk raisers; and should it fail the experience won't cost them a cent.

The Tobacco Habit.

[Written for the JOURNAL.]

It is passing strange (but none the less deplorable on that account) that it is natural for mankind to indulge in the most useless and pernicious habits. If some particular benefit were to be derived from the use of tobacco; if it strengthened the muscles or prolonged life, it would be less difficult to account for the heroic courage with which the school boy struggles with his first "chew." But it does nothing of the kind. He has not even the poor excuse that it will strengthen the appetite or prevent mumps. He contracts the habit simply because he sees others, who are his superiors in age and experience, indulging in the same vice. If questioned on the subject he would be utterly at a loss to give a single reason for his course. And right here it is just as well to remark that his father and big brothers are just as helpless, if called upon to defend the practice. The truth is that the use of tobacco is an infantile habit. It is learned when the unfortunate victim is too near the tender years of infancy to understand the matter, or realize in the least degree the strength of the tyrant he is toying with. And as he advances in wisdom and experience the habit grows even more rapidly, until, in mature manhood, we have the sad spectacle of nature's nobleman bowing in slavish submission to a dangerous and degrading habit. Think of that! Man, who can rule all else on earth; who

can change the world from savagery to civilization; who can make wind and wave and even lightning his servant; think of him meekly acknowledging tobacco as his master!

I want to emphasize this point, that the tobacco habit is an infantile one; for this being true, it is easy to see to what extent mothers are responsible for the use of the obnoxious weed. If mothers would only look after the habit education of their children as carefully as they do the art of dressing them to appear well, what a blessing it would be in after years to everybody concerned! It is an easy matter to enlighten a five-year-old boy on the subject of tobacco in its various forms, and it is undeniably a terrible sin of omission to neglect it until the vice has made him its victim. It may seem to the mothers who read this that it is a matter of small importance; but a little thought must convince them of their error. Professor Laflin, who has made a careful study of the tobacco subject, says there are five distinct poisons in the cigarette. There is first the poison of the nicotine, then the oil of the paper; the oil of the flavoring ingredient; also the saltpeter which preserves the tobacco; and last, the opium used to give it mildness and produce the restful, dreamy sensation which is probably the only pleasure experienced by the smoker. Professor Laflin also asserts that when a mouthful of smoke is blown through a silk handkerchief it will leave a brown stain; but that when blown through the nose the united poisons which produce the stain are absorbed by the mucous membrane and retained in the head.

I have not, in this brief letter, time to go into details, and intend to mention only a few of the reasons why the tobacco habit is one of the most pernicious in the catalogue of human vices. In your next issue, Mr. Editor, I shall ask for space enough to speak of the work of the nicotine fiend when it has left the school-room and playground and entered the kingdom of manhood to continue its health and brain destroying career.

FAY WINWOOD.

Common Sense Toilet Articles.

Some very good suggestions are offered by *Hall's Journal of Health* on the toilet subject, which are of interest to every lady:

"A sensible girl will not keep a lot of cosmetics and drugs on her toilet table, but there are a few articles she should always have in a convenient place. She should have an array of glass-stoppered bottles containing alcohol, alum, camphor, borax, ammonia and glycerine or vaseline. A little camphor and water may be used as a wash for the mouth and throat if the breath is not sweet. Powdered alum applied to a fever sore will prevent it from becoming very unsightly and noticeable. Insect stings or eruptions on the skin are removed by alcohol. A few grains of alum in tepid water will relieve people whose hands respire freely, rendering them unpleasantly moist. A few drops of sulphuric acid in the water are also beneficial for this purpose, and are also desirable for those whose feet respire freely. We should always recommend care in the use of scented soap; in many cases the perfume is simply a disguise for poor quality. A good glycerine or honey soap is always preferable. Of course, one may rely on scented soap from a high-class manufacturer, but it costs more than it is worth. In addition to the soap for bathing, white castile should be kept for washing the hair. Occasionally, a little borax or ammonia may be used for this purpose, but it is usually too harsh in its effects."

"It is a reproach to our civilization that any class of American workmen should, in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war."—[The President's Message.]

FANNIE B. LEGGETT writing to the *Troy Times*, makes the following humorous but caustic remarks about the "sturdy oak" sentiment:

"Man has been likened to the sturdy oak, woman to the frail, clinging ivy; but however true this comparison may be, it is generally conceded that woman is the "weaker vessel." The strength and heroism of man have been the theme of the poet and the historian of all ages. Woman, from the

earliest times, has been noted for her tender-hearted weakness and her general lack of bravery, which is conspicuously apparent at the sight of a mouse. Man's prerogative is to rule, and all his sons follow in his footsteps; woman's to be ruled, and her daughters follow meekly after.

"When the country's honor is in peril it is the duty of the sturdy oak to sustain the dignity of the nation, and the frail ivy must wind its tendrils all the closer around the sacred altar of home. When misfortune with its deadly ax comes and hews at the sturdy oak the fall is certain, and the crash with its reverberating echoes is heard throughout the land.

"The papers announce that Mr. Jones or Mr. Smith, in order to relieve himself of financial embarrassment, purchased a revolver and put a little bullet right through his little brain. Henceforth Mrs. Jones or Smith as the case may be, instead of grasping a revolver, ignobly grasps the scrubbing-brush or the wash-board and supports the little children who have so suddenly become fatherless. Of course no credit is due the woman for this; she simply does it because her mind is so narrow and her strength of character so weak she sees nothing else to do. Were she only brave and heroic she might have followed the example of her liege lord and left their orphans to the charities of the cold world. But, alas, women never will be heroic.

It is woman's privilege to be patient under all circumstances. I don't say that she is, but she ought to be, because that is her business. She ought to be able to rock the cradle at all hours of the day and night; but as that is mere foot work the hands meanwhile should be employed in making and mending clothes for the family. While engaged in this pastime the mind, of course, will be free to plan how to feed a baker's dozen of hungry mouths.

Still, in spite of rocking the cradle, splitting the kindling-wood and a hundred and one other duties beneath the notice of the genus homo, the world is coming more and more to appreciate the worth of woman. Why, out in Kansas City there is a woman holding the Mayors office, in Chicago a woman superintends the street cleaning, and in New Hampshire there is a woman president of a street railway company. It is really impossible to tell just what the world is coming to. By the time we girls arrive at years of discretion they may want us to hold high offices of trust and emolument. Won't the weaker vessel have a jolly time in the good days coming?

**THE RAILROAD
Trainmen's Journal.**

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, Editor and Manager.

JANUARY, 1890.

Introductory.

In assuming the burden of responsibility that is connected with the business and editorial management of a publication which begins its seventh volume with a circulation of twenty thousand copies, and which is to voice the sentiments of a vast and intelligent body of American citizens, I feel most keenly the difficulties that surround the position, and the necessity of the cordial and earnest support of every man and woman who understands the urgent need of pushing labor publications to the front. It is almost needless to outline the editorial policy of the TRAINMEN'S JOURNAL for the future, because the pages of the first issue are, I trust, forceful enough to make that clear. It seems to me there can be no half-way ground upon which such a publication may stand. Facts are often very unpleasant things to deal with, but whoever prefers to cater to the whims of popularity rather than state them, is both a moral coward and a knave. It is well enough to praise conservatism, but it is silly to allow words to frighten us. There is no such thing as being too radical when you are the advocate of simple justice, easily perceived.

While it is wisdom to maintain the most harmonious relations between labor and capital, it should be done by acting fairly and justly at all times and never by a surrender of

the smallest principle. In dealing with the questions which come within its range, the JOURNAL will discuss them with all becoming courtesy to capitalists and corporations, but intends to keep a jealous watch upon the immutable rights of labor, and upon all matters affecting its welfare to express a fearless opinion. The industrial creed to be followed is brief. I believe simply in the dignity of labor; that those who toil are the real nobility, and that every man and woman and child should have an honest share of the wealth which their labor creates. This much, labor should demand. More, it should never want.

* * *

In what might be called the domestic relations of the JOURNAL, that is, its relations to the members of the Brotherhood and their friends, it is already apparent that vexatious questions will arise, and I think a declaration of purposes in the beginning will save a useless waste of words in the future. A number of persons have volunteered considerable advice as to how the JOURNAL should or should not be conducted; and a few have been persistent in pressing the matter, plainly taking the ground that they have a right to a voice in the management. Some have suggested that while the course they recommend might even be distasteful to a very large number, it would be politic at least.

I look upon the matter in this way: The convention decided to make this office separate from the others for the very reason that the JOURNAL might be improved and made a more perfect publication. The committee reported very briefly and left the editor unfettered, that he might use his own judgment in a matter that he was supposed to understand. It is very evident that it was not intended to leave the management with the persons who wish to offer advice, but

with the manager. When elected to the position, it was undoubtedly supposed that I had firmness enough to do what appears to be best for the prosperity of the JOURNAL. It must also be clear that since I am responsible for the success of the management, I should be allowed to use my own judgment in that management. Therefore, while I shall be pleased to receive suggestions at all times, I wish to set all controversy at rest by saying, courteously but pointedly, that during my term of office I shall be the editor and manager of this journal, answerable only to the Brotherhood in convention assembled for my policy and decisions.

* * *

Following the progressive spirit shown by the convention, I have made a number of improvements in the book, reconstructing every department and adding some new ones. This issue, however, is necessarily incomplete on account of the time given to securing a respectable amount of advertising and making preparations for pushing the outside circulation up to the point it is desired to reach. For this reason some of the new departments do not appear this month, and those which do have been hastily prepared. The illustrations, principal of which are portraits of interesting people in the labor world, is a permanent feature, and the friends of the JOURNAL who solicit subscriptions can hereafter describe it as an illustrated magazine.

Believing that an era of prosperity lies ahead of the RAILROAD TRAINMEN'S JOURNAL and the Brotherhood of which it is the official organ, and that the times are most auspicious for the advancement of the best interests of American labor through such mediums, I make bold to ask each individual member to lend a helping hand in spreading its circulation and assisting to push our pub-

lication into the front rank of the labor press of the United States.

L. W. ROGERS.

How do you like the new style?

Do the illustrations please you?

We call your attention to the fact that the JOURNAL is now larger than ever before by sixteen pages, and that it is composed almost entirely of original matter.

If there is any class of American citizens which is entitled to the gratitude of the people and the fullest possible protection by law, it is that class that daily risks life and limb to carry on the commerce of the country.

We believe that the TRAINMEN'S JOURNAL should be worthy the great organization it represents and the convention acted wisely in decreeing that it should have more time and attention bestowed upon it in the future.

AMONG the things that have been "cornered" during the past five months are crackers and castor oil. It occurs to us that congress could place itself under lasting obligations to the people by enacting a law that would compel magnates to live on what they corner.

CONGRESS has been liberal in recognizing the patriotism and bravery of crippled soldiers, with pensions. Let it now recognize the usefulness and courage of the railroad men by doing something to prevent them being crippled. It takes just as much courage and patriotism to die under the wheels as on the field.

THE management of the Gulf, Colorado & Santa Fe recently issued a circular to its employes requesting them to discontinue the practice of making presents to the officials. This is all wrong. The employes probably used the practice as a safety valve to prevent their princely salaries from swelling to dangerous proportions.

Resolved, That the JOURNAL be made a publication to be proud of.—St. Paul Convention.

THE railroad director who refuses to listen to the recommendation of the superintendent and general manager for safety appliances, but demands "dividends, more dividends," no matter what suffering it may cause, is meaner than the man who sits near the door, at church, to save interest on the nickel he intends to drop in the contribution box.

THE practice of railway companies establishing relief departments for all classes of employees is becoming popular. We desire to call the attention of brotherhood men to the fact that this is the most vitally important question of the day in the railroad labor world. It matters but little whether the "relief" is voluntary or compulsory. It is undoubtedly designed to take the place of Brotherhood insurance and make railroad men feel that they do not need our organization. The subject should be studied and discussed and receive the earnest attention of every one interested. Read "Relief Societies and Brotherhood Insurance".

A GOOD many stories about swift runs are coming to the front lately. It is easy to write a mile a minute, but the practical railroad man who has timed his best runs knows that it is seldom made even under favorable circumstances. But a correspondent of a St. Louis paper says:

"There had been some delay west of Logansport on account of snow, and the engineer had to make up for lost time. He had behind him nine cars and the private car of General Manager Hays. A long stretch was covered at the rate of fifty-five miles an hour, and another stretch at sixty-eight and three-fourths miles an hour."

It strikes us that almost seventy miles an hour with ten cars is pretty good work. In this case it is difficult to decide who made the best time—engineer or correspondent.

THE Knights of Labor are doing a good work in searching into the iniquitous practice of placing little children at work in

factories when they should be in school. The Committee of Investigations reported to the recent K. of L. convention held in Atlanta, that in the cotton factories of Georgia alone there are two thousand white children between the ages of seven and twelve years, *and all but seventeen can neither read nor write*. And this is in the State of Georgia, which is said to be the most progressive and least illiterate of all the southern states! The revelation is no more startling than it is pitiful. These little children, who should be enjoying childhood's romps in the fresh air and sunlight of the play ground, toil from eleven to fourteen hours a day. All this is bad enough; but when we remember that while these little unfortunates are slaving in the dingy factory there are thousands of idle men asking for employment and eager to obtain it, it must be clear to the most obtuse mind that something is radically wrong in our industrial system that demands the earnest attention of the philosopher as well as the philanthropist.

Crazy Signatures.

One of our exchanges is giving its readers an opportunity to inspect a number of curious autographs and lay awake at night trying to guess whose name is tangled up in each wilderness of hieroglyphics. All this is well enough in the way of pastime, but when it comes to a matter of business the people who write their names with their eyes shut furnish their correspondents with anything but pleasure. Any man who can not write the English language so that it may be read without a mental effort on the part of the unfortunate victim whose fate it is to decipher it that endangers the permanency of his top hair, should spend a few days in the district school before he attempts to do business with the public. The fact that the great majority of these men could write legibly if they desired, only aggravates the offense.

The country is full of people who imagine that the one thing which places a distinguishing mark upon genius and sep-

arates it from the common herd of mediocrity, is a signature nobody can read; and feeling pretty sure that no other act of their lives is to be relied upon for distinction, they invent a system of hideous marks and dots and dashes, and expect the world to see in it the earmarks of intellectual superiority. Such a signature is no less liable to suffer from forgery than one that is as legible as print; and if those who are prone to perpetrate such chirographical abuses upon the long suffering public could only understand that nations will continue to rise and fall whether the signature fiend writes his name while in a state of somnambulism or whether he don't write it at all, the sunshine would fall brighter on the desks of their correspondents.

"It is a reproach to our civilization that any class of American workmen should in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war."—[The President's Message.]

THE American nation is, in one sense, an extensive family, and every member of it is entitled to the most careful consideration. This should be borne in mind in the discussion now going on over automatic couplers and safety appliances for railway trains. The breadwinners are very important members of the family. They are certainly quite as important as the aristocratic member whose principal business is to keep out of the sun and wear out fine linen and talk about the "lowah clawses," while living upon the money that somebody else has earned. And not only are the workers entitled by natural right to every protection that invention can produce, but it is the height of folly for the nation to allow them to be neglected. The family that has a feeble working force and several crippled members to support, will find prosperity one of the impossibilities. Just so, in proportion to its size, with the nation. To tolerate anything which diminishes the number of able toilers and at the same time increases the list of the helpless is certainly

a menace to national prosperity. Therefore, laying aside all questions of humanity, and viewed solely from the point of political economy, it is clear that the old coupler should go.

"Relief Societies" and Brotherhood Insurance.

In giving reasons why the employes' relief and benefit organizations conducted by various railway companies are supposed to be a good thing for employes, the Railway Age remarks:

"The insurance schemes of the various brotherhoods are good in their general object and aim, but co-operative insurance of this character is necessarily exposed to contingencies which do not beset a system backed by the capital and influence of a great railway company, and hence while railway men are of course entirely free to belong to as many aid and relief societies as they like, it does not seem wise for them to reject the offer of additional protection against the consequences of personal disablement or of death which some of the employing companies have kindly undertaken to provide."

This paragraph is clipped from an article replying to the attacks of different journals on the "voluntary relief" schemes which are becoming quite popular with the companies. The JOURNAL has not taken part in the discussion and has no desire to appear officious by taking up the matter at this point, but will take the liberty of protesting against the implied assertion that Brotherhood insurance is not of a very stable character. There are probably no corporations doing business in the nation whose stability rests upon a safer foundation or whose future existence is more assured than the Brotherhood of Railroad Trainmen, and it is quite safe to say that there is not a banking house in the world which enjoys more fully and completely the confidence of its patrons. The man who has a just claim against the Brotherhood has no more doubt that it will be promptly paid than the investor in government bonds has that his paper will be cashed at the proper time. Why should he? The financial obligation of the government differs from that of the organization only in the fact that it is the plighted faith of a greater number of people. Why

should there be greater faith in a railroad company whose wealth and financial honor rests mainly in the hands of a small number of men, than in a great labor organization which touches almost every point that has ever been reached by all the railroad companies, and whose financial responsibility rests upon the personal honor of nearly twenty thousand American citizens? We would be pleased to have somebody mention a few contingencies which beset this organization which don't equally effect a railroad company. The truth is that railroad companies live in the same uncertain financial atmosphere that surrounds other industrial enterprises. They are bulled and beared and bought and owned and traded and sold by speculators like so many bushels of wheat or corn. They earn and lose money and go into bankruptcy and collapse just the same as smaller affairs that are exposed to contingencies which are not supposed to beset anything backed by capital and influence. The editor of the JOURNAL was once a brakeman on the great Wabash system and remembers that for months the company was not able to pay its employes a dollar. He also remembers very distinctly that the company had in its financial equipment a "relief fund," and that said fund still holds a part of his earnings. While the credit and stability of a railway company depends more or less upon the business afforded by its section of the country — upon famine or plenty, the labor organization rests upon, and draws its support from, work done upon all the railroads. The great fund from which the Trainmen's Brotherhood distributes two hundred and sixty thousand dollars a year to redeem its promises to its members is not subject to the rise and fall of markets nor affected in any degree by the collapse of industrial enterprises. It is drawn in such small sums from such an extensive territory that it is as certain and enduring as the source of national taxes.

The latter part of the paragraph we reprint from the Age would seem like sarcasm if it were not apparent that the subject were being treated with a dignity of

tone which entitles it to a different construction. To remark that a man who earns forty or fifty dollars a month, and whose expenses on the road are heavy, is at perfect liberty to join as many aid societies as he pleases at four dollars per month, certainly strikes us as being a little facetious; and one may be pardoned for imagining that there is a little irony in the reference to the company's kindness in providing a department that puts a good snug sum into its coffers. It is not difficult to understand that the employe cannot afford to be a member of more than one insurance organization, and he certainly has a right to select the cheapest and the best. The Brotherhood of Railroad Trainmen requires of a member a payment of only about one and a half or two dollars per month, and in case of his permanent disability, pays him one thousand dollars. But the "relief departments" and regular insurance companies compel him to pay three or four dollars per month and give him less than half the indemnity paid by the Brotherhood! When the Brotherhood can give so much for so small an assessment, while also paying liberal salaries to all its officers and clerks, and give away thousands of dollars in donations on illegal claims, is it not as clear as the noonday light that company "relief" schemes are very nice things for the company?

Greeting the New Editor.

It is customary for editors to acknowledge by publication, what is known among the fraternity as "taffy," and what the public calls compliment; and while it is not the mission of the JOURNAL to blow its trumpet, we would be less than courteous if we did not notice these expressions of sincere good will. Space is limited, but we clip from three of the leading railroad journals of the United States:

L. W. Rogers will become the editor of the TRAINMEN'S JOURNAL on the first of the year. Mr. Rogers is an unusually bright and able writer and a better man could not have been found. As the publisher of the Railroad Patriot

Mr. Rogers made many friends in the West, but not very much money, and the Brakemen's Brotherhood did a neat thing when they recognized his ability.—[The Frog.]

When Mr. Ed. F. O'Shea resigned the position of Editor and Manager of the BRAKEMEN'S JOURNAL, Mr. L. W. Rogers was elected to fill the vacancy, and we doubt if a better selection could have been made. Mr. Rogers is not only a cultured, vigorous and ready writer, but is thoroughly identified with working men, and an eloquent champion of the cause. He has large editorial experience, and we predict that the JOURNAL, under his management, will achieve a large measure of success. The Magazine extends most cordially the right hand of fellowship, and when anything is proposed for the "good of the Order," Brother Rogers will find the Magazine ready to pull with him.—[Locomotive Firemen's Magazine.]

It is fortunate the late convention of the Brotherhood of Railway Brakemen, or Trainmen as it will now be called, elected to the position of Editor of the JOURNAL, a newspaper man so experienced and so capable as Mr. L. W. Rogers. This gentleman, while an esteemed member of the Brotherhood, and a practical railroad man, has been connected with several well known publications, and has shown that he is a forcible writer, and is at the same time, prudent and conservative. The Brotherhood is now passing through a critical period, and if at this time, when it finds itself possessed of great power, Mr. Rogers shall temper all its members with conservatism and ideas of right and justice, he will deserve well of the whole country, and he will deserve well most of all of the Brotherhood.—[Railway Service Gazette.]

Why the Journal is Late.

Neither the convention nor anyone else made provision for help in the editor's office, and delay has been unavoidable. This is not intended as implied censure to anyone but as an explanation. The editor gets his full share of "cussings," even when everything goes right and the publication is out on time. It should be remembered that no one could tell how much work was ahead, because we were trying something entirely new. The difficulty of obtaining the personal address of the thousands of members of the Brotherhood, and the amount of correspondence it necessitates can never be fully understood without the experience. Be-

sides this, there is a constant and heavy business correspondence in the advertising department alone. Then the changes in the JOURNAL required a great deal of attention. A new title page engraving is only one of many changes, beside the illustrations. An entire new set of supplies was also to be got out and sent to JOURNAL agents. All the supplies used in the office was another item. Envelopes of different sizes, return envelopes, letter and note stationery, postal cards, receipts for subscribers, subscription books, bills, statements, circular to advertisers, etc., all to be drafted, the necessary amount calculated, proof to be read, and printing bids to be considered. Add to all these the keeping of a set of books to cover the business done, and you will not ask why it is necessary to work nights and Sundays.

But this is only the business part, the part of the editor that is supposed to be manager, and only a small portion of that. As to the work of the editor, (the part of this double-identity person who is sometimes supposed to have nothing to do but toast his shins before a hard-coal fire) it is even more laborious than that already mentioned. To write sensibly on any subject it is necessary to first be thoroughly informed. In other words, to write a little it is necessary to read a great deal; and to attempt to keep a record of accident and death on the innumerable railways of the country involves an amount of labor in searching exchanges that requires much time. Now, if our readers will remember that in addition to these things we have moved our office during the preparation of this issue, and experienced all the little joys which that implies (including the erection of a new stove-pipe) and the holiday rush in the printing offices made it almost impossible to get anything out on time, and that the December issue wasn't

out of the way until two weeks later than usual, they will probably pardon the many short-comings of the first issue of the TRAINMEN'S JOURNAL, as well as its late appearance.

WHILE we will be pleased to receive short articles from correspondents on subjects of interest to our readers, we respectfully but firmly draw the line at poetry of uncertain merit. We do this simply because the people who can write real poetry can also command a good price for it, and the JOURNAL will not invest money in that line at present. It is true that a great many people are willing to furnish poetry in large quantities free of charge; but they cannot inflict it upon the public through these columns under the present management. In our office hangs a huge meat-hook which already groans under the weight of the poems impaled upon it. There may be some good things in this mass of literature, but we take no chances. The editor does not consider himself an infallible judge and proposes to give the suffering public the benefit of the doubt. By following this course we may lose something—and gain a great deal. Of course, if a really creditable poem is sent in it will not be rejected, for reference is made only to that kind of poetry which is sent by the basketful to all classes of magazines the year round.

ELI PERKINS, who advised railroad managers to prevent the possibility of strikes by importing European labor, is inflicting his alleged lecture on the people of Kentucky.

IN his excellent article on "Our Opinions," which appears elsewhere in this issue, Tim Fagan calls attention to the fact that Cowardice often uses Conservatism to cloak from the world its hypocrisy. This is true, to

an unfortunate degree, of one or two labor publications that are continually sneering at anything progressive, and excusing their conduct with the time-worn reference to their "conservatism." To be truly conservative it is needful only to act with common sense, and wholly unnecessary to fawn and cringe and act as though trying to apologize for being in existence.

ONE of the electrotypes used in the illustration of the Mt. Pilatus railway proved to be very poor work after put on the press, but it was too late to remedy the fault then. Some of the impressions were unavoidably dim. Should such a copy reach you by mistake, you can exchange for another by writing this office.

KEEP it before the people. The petition for automatic couplers and safety appliances has at last attracted attention. Don't let the interest flag. Keep up the agitation. Get the local papers to copy good articles on the subject. Let the words of the President ring in the ears of the public:

"It is a reproach to our civilization that any class of American workmen should, in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war."

AN exchange notes that Adam P. Hopkins, of West Bridgeport, Pa., has invented a new style of posts and railroad ties, which are to be made of burnt fire clay. The posts will be burnt very hard, and will have the railing secured by means of nails driven into the holes made in the posts when soft, at an angle that will bring the heads together and hold the railing firmly in place. Holes through the ties upon either side of the rail will admit bolts, the upper ends of which will have washers and nuts bearing upon the rail and holding it firmly in position.

THESE interesting things about Russian railroads are told by the Locomotive Engineer:

"We received a very pleasant call last month from Mr. W. A. Abegg, a gentleman who has spent the past thirty years in Russia, and is now a large dealer in railway supplies at St. Petersburg. Mr. Abegg says that the railroads now being built in Finland are receiving the attention of the imperial government, and are well built and profitable lines. They use 65 pound rails and wooden sleepers. He says there is a good opportunity in that country for the establishment of locomotive works, there being but one in the country, with a capacity of but eight or ten a month. Just now the government stands in need of a large number of locomotives, but the excessively high duty prevents their being built abroad. A good 35 ton engine is worth there about 22,000 rubles, or \$11,000 dollars. Iron is plenty and cheap, and coal is worth about three and a half dollars per ton. America can produce locomotives and other machinery at about half the price that Russia can, and Russia can produce any quantity of raw material at about half what America can—there is more crude oil running to waste upon the ground every day in Russia than is produced in these United States—what a nice little dicker it would be, all around, if we could trade—if it wasn't for the fence."

THE locomotive industry of Paterson, N. J., says the Railway Service Gazette, has grown with wondrous rapidity since the first plant was erected in 1837. Up to 1888 over 8,000 locomotive engines had been built, the total value exceeding \$125,000,000. The number of buildings, many of them very extensive, occupied by the industry, is seventy-three, the total of floor space being 1,000,000 feet. When all the works are in full operation, about 4,000 men are employed, the Rogers works alone employing from 2,000 to 2,500, and turning out locomotives at the rate of one each day the year round, their value ranging from \$10,000 to \$15,000.

AN eastern paper thinks Thomas W. Capron, of the New York, Providence and Boston, is the "oldest locomotive engineer in New England if not in the United States." His age is given as sixty years and his period of service forty years.

Railroad News.

THERE is talk of a third rail being laid on the Mexican National.

THE Missouri Pacific is building from Dermott, Ark., to Monroe, La., a distance of one hundred miles.

THE Norfork & Western is building a line through West Virginia parallel to the Chesapeake & Ohio.

THE Denver & Rio Grande tunnel near Leadville will be nearly a mile long and is to be completed by June next.

ARTICLES of incorporation were filed early in December for the Chicago & Southeastern. The capital stock is but \$100,000.

THE new depot of the Chesapeake & Ohio at Louisville, Ky., is to be used as a union station by seven roads, and will cost \$500,000.

THE Denver *News* says that the Union Pacific and the Burlington will tear down their old stations in Omaha and build a union depot.

PRESIDENT MOFFAT of the Denver & Rio Grande is authority for the statement that his line will be used as a Western outlet for the Missouri Pacific to Ogden.

A St. Louis paper says that the Baltimore & Ohio will probably build into St. Joseph, Mo., within a year, and will use the old St. Joseph & Iowa charter in doing so.

FROM Chicago it is announced that on January 1 the Wisconsin Central and Northern Pacific Railroads will be consolidated under one management, and the company will be called the Grand Central.

PASSENGER conductors on the Missouri, Kansas and Texas Railway system will in the future be required to furnish bond. Passenger men are making a vigorous protest against this new order of things, which they say places them at the mercy of the "spotters."

THE Canadian Pacific has a surplus of \$2,576,000 to begin the new year with.

THE Cotton Belt is to build a branch from Sherman to Denison, a distance of ten miles.

EXCEPTING Illinois, Kansas, with its new lines, now has a larger railroad mileage than any state in the Union.

THE New York Central road has 9568 stockholders, employs 20,659 people, and pays out in wages annually \$12,460,708.

PAUL MORTON, who made a reputation for truth and veracity during the "Q" strike, has abandoned railroad life. He will hereafter work for the Colorado Fuel and Coal Company.

ON the first of December the Ohio and Mississippi introduced the color-blind regulations, and are conducting rigid examination of the men in the train service and other departments where perfect sight is a necessary qualification.

ARTICLES of incorporation of the Kearney, Hutchinson and Gulf Railway Company were filed in the office of the Secretary of State, December 7. The termini are Kearney, Neb., and Galveston, Tex. The capital stock is three million dollars.

GEORGE C. SMITH, who resigned his position as Chief Engineer of the Chicago, Burlington and Quincy system to build a railroad in South America for an English syndicate, will take with him Frank Lawler, Chief Engineer of the Iowa lines of the Burlington.

ARTICLES of incorporation of the Memphis, Little Rock and Indian Territory Railroad Company were filed December 12. It is proposed to build a line from Little Rock via Hot Springs and Nashville, Ark., to Paris and Fort Worth, Tex. The capital stock is \$8,000,000.

AN exchange says that the largest mileage made in 1888 by a passenger engine was 81,000 miles and by a freight engine 50,000 miles.

THE Illinois Central is having twenty moguls built at the Schenectady locomotive works, a number of which have already been received.

THE Union Pacific Railroad now has a mileage of over 7,600 miles, placing it at least second, if not first, among the railway systems of the world.

ONE of the heavy engines which the Big Four recently bought of the Brooks works has made a record by pulling ten more loads than the moguls on that road can haul.

OF the eight locomotives wrecked in the Conemaugh flood, seven have been rebuilt at the Altoona shops and are again in service. One was so badly damaged that it was consigned to the scrap heap.

THE Pennsylvania reports that its Volunteer Relief Association contains about one-third of the entire number of employees on the system, and that hereafter candidates for admission will pass a medical examination.

CHESAPEAKE AND OHIO earnings for the first week of December show an increase of \$21,733,56 compared with the corresponding period of last year. For the month of November the earnings show an increase of \$120,084,13.

FRENCH railroad statistics show that there are in use on French lines 10,000 locomotives, 4,500 first-class carriages, 10,000 in the second and third classes, 10,000 fast freight cars and 235,000 ordinary freight cars. In Germany there were in use at the end of 1888, altogether, 12,811 locomotives, 255,972 baggage, freight and mail cars, and 23,793 passenger cars, with seating capacity for 1,016,377 passengers.

Books and Exchange.

The Railway Telegrapher has adopted magazine form and is much improved in appearance.

The Railway Conductor comes out for January with a title page much improved in artistic appearance.

Frank Leslie's Illustrated Newspaper is a splendid pictorial bulletin of current events. The work is always first-class and the portraits alone are worth the subscription price.

The North American Review for January is a most interesting number of that popular publication. Every laboring man should fully understand the question of free trade and protection, for it is vitally important to him. The *Review* for January contains Hon. W. E. Gladstone's ideas on protection and high wages. His opponent in the discussion is Hon. J. G. Blaine.

YOUR attention is called to the advertisement of the "History of the Burlington Strike," which appears elsewhere in this issue. We have received a copy of the work, but pressure of business has prevented a close examination. The fact, however, that it is the work of a man who was one of the actors in that historic struggle between labor and capital, and who possesses the literary ability to do such a work justice, is sufficient guarantee of its value as a true record of those stirring times. A hasty examination shows the work to be a model of typographical art, and is bound in substantial and elegant style.

The Chicago express on the Baltimore and Ohio Railroad struck a horse Dec. 26 near Dickerson Station, Md. The engine was overturned and Amos Reed, the engineer, was killed, and T. T. Harrison, the fireman, badly injured.

On the Road.

ED. KELLY was killed December 21 while switching at Missoula, Montana.

M. BECKER, a fireman, was killed in a collision at Waveland, Ind., December 10.

H. M. PRICE was instantly killed December 18 by falling from his train at York, Pa.

D. W. JOHNSON fell from his train at Clough Junction, Montana, Dec. 20, and was killed.

BRAKEMAN WALTER FRANKLIN was killed by falling from his train on the C. C. C. & St. L., Dec. 16.

BRAKEMAN MCKINLEY was killed by falling from his train on the Montana Central, near Helena, Dec. 6.

DECEMBER 5th two trains on the Diagonal collided near Durango, Ia. Conductor Berry and fireman Hickey were killed.

THREE trainmen, Chas. Little, J. Lightner, and W. Cole, were killed in a wreck near Emigsville, Pa., December 10.

CONDUCTOR WM. QUINN was killed in a rear-end collision on the E. T. V. & G. near Jacksonville, Alabama, December 20.

In a wreck on the St. P. M. & M., Dec. 10, James Haines, engineer, John Kilaken, fireman, and Jno. Rooney, brakeman, were killed.

CONDUCTOR CHAS. DEFFENBACH and brakeman J. Easterbrook were instantly killed in a wreck on the Wabash at Ferguson, Mo., Dec. 13.

A COLLISION occurred December 18 on the crossing of the Georgia Pacific and Birmingham Mineral which resulted in the death of J. T. Freeman.

A B. & M. passenger train collided with a St. J. & G. I. train at Hastings, Neb., Dec. 21, killing J. Cahill, fireman and James Martin, brakeman.

CHAS. SPENCER was killed while switching at Clyde, N. Y., Dec. 14.

GEO. ESCHMAN was killed while switching at Louisville December 14.

L. F. SMITH was killed while switching at Kansas City, December 14.

ED McCREEDY was killed at North East, Pa., Dec. 11, by falling from his train.

RAKEMAN James Stanton was killed while switching at Indianapolis, December 24.

JNO. McCARTHY was struck by a low bridge on the N. Y. & N. E., December 26, and killed.

AT Norfolk, Va., December 10, W. C. Chesterman, an N. & W. engineer, was run over and killed.

RAKEMAN Jack Ryan was instantly killed December 17, near Atoka, I. T., by the overturning of a box car.

H. McCASHION, a D. & H. brakeman had both legs crushed while switching at Saratoga, N. Y., December 10.

A WRECK on the N. Y. S. & W. December 14, resulted in the death of Wm. Nixon, engineer, P. Harrington, fireman, and Wm. Seeley, brakeman.

On the first day of December a Central Pacific train was wrecked near Redding, Cal., by running into a land slide. Chas. Baxter, engineer, was killed.

A REAR-END collision on the Duluth, South Shore & Atlantic, Dec. 22, resulted in the death of T. Conners and Ryan, brakemen, and engineer Chattam.

A FATAL wreck occurred on the Panhandle Railway near Kokomo, December 31. Two passenger trains came together with such force that both engines and baggage cars were demolished. Engineers Geo. Cummings and Thomas McCollough were fatally injured. J. Kerlin, baggage-man, was seriously hurt and a number of passengers somewhat injured.

JAMES TANDY, brakeman on the Louisville & Nashville fell from his train December 3, and was killed.

FIREMAN Leighton was killed and Engineer Murray seriously injured in a wreck on the B. & O., Dec. 29.

AT Sutton, Neb., December 20, a rear end collision on the B. & M. demolished ten cars, but none of the trainmen were very seriously injured.

W. B. ALLEN, a Georgia Pacific engineer, dropped dead on his locomotive at Leeds, Dec. 11. He was Chief of Division 207, Brotherhood of Locomotive Engineers of Atlanta.

A COLLISION on the Pennsylvania near Greensburg, Pa., Dec. 5, demolished both engines and seriously, if not fatally, injured M. L. Brown, engineer and Wimer Myers and George Gray, firemen.

RAKEMAN Geo. Springsteel was killed on the Michigan Central, near Tilsonburg, December 22. Two days later Eugene Lamb was killed by falling from his train at Gaylord, on the same road.

DECEMBER 20 a west bound train on the San Angelo branch of the Santa Fe was held up by four masked highwaymen. Brakeman Penn shot at one of the robbers, who returned the fire, killing the brakeman.

STEPHEN EMMERLIN, a switchman in the employ of the Iron Mountain Railroad, was run over by an engine Dec. 30, and killed. The accident occurred in the lower yard, on the north side of the river.

BEN WATKINS, aged 25 years, of Gainesville, Tex., switchman on the Santa Fe road, was killed in the switch yards Dec. 26. While attempting to board a moving train, which was being made up in the yards at the time, he fell in front of a flat car which was being pushed by an engine. His body was cut into at the hips and his right arm was mashed off. He leaves a family.

A FREIGHT train on the L. & N. dashed into an open switch at Orange Grove, La., Dec. 20, ditching the locomotive and six cars. Engineer Charles Pierce was killed and fireman James Washington fatally injured. Brakeman Charles Johnson was seriously injured.

A PASSENGER train on the Lake Shore & Michigan Southern was wrecked December 6, thirty-five miles from Chicago. An open switch threw the train on the siding filled with box cars. Fireman George Wilson was killed and the engineer and conductor injured.

SPREADING of the rails on the Chesapeake & Ohio caused a wreck at White Sulphur Springs, December 28. Ten people were killed and about twenty seriously injured. Engineer J. B. West, baggageman O. B. Barksdale and mail agent Hale Morrison were among the killed.

AT about 2 o'clock, Dec. 30, the boiler of locomotive No. 14 exploded, at Palarm Station, on the Little Rock and Fort Smith Railroad, seventeen miles west of Little Rock. Joseph Hill, the fireman, died two hours after the explosion. When found he was grasping one of the rounds of the front drive wheel. Ben Cuneo, the engineer, and one of the brakemen, were also in the cab at the time of the explosion, but escaped without a scratch.

A SERIOUS collision between two Chicago, Burlington and Quincy freight trains occurred at the east end of the Mississippi River bridge at Burlington, Dec. 15. The east-bound train had just emerged from the bridge when it was dashed into by a west-bound train. The tender of the east-bound engine was driven into the first freight car following, while the tender trucks were driven clear under the drivers of the engine. Half a dozen cars were badly wrecked, as were also both engines, but no one was injured.

The Brotherhood.

Announcement.

This new department is for the exclusive use of the members of the Brotherhood. It will be devoted to very short letters from all parts of the country where lodges exist, and will report the condition of business at various points. Longer communications on any subjects pertaining to the welfare of the organization will also appear in this section. News items about union meetings, annual balls, accidents and deaths, promotions, etc., etc., are earnestly solicited. Correspondents will confer a favor by avoiding carelessness in writing. We prefer the real name of the writer for use; but in case a sensible nom de plume is used it will appear. We have no room for such outlandish names as "Cut Off Two," "Pull the Pin Jack" or "One Eyed Rielly." No attention will be paid to letters to which the writer refuses to attach his real name.

Routes of Vice Grand Masters.

Grand Master Wilkinson has divided the the Brotherhood territory among the Vice Grand Masters as follows:

FIRST V. G. M., P. H. MORRISSEY:—Connecticut, Delaware, Maine, Massachusetts, Rhode Island, New Hampshire, New York, New Jersey, Pennsylvania, Maryland, Ontario, Quebec, New Brunswick and Nova Scotia.

SECOND V. G. M., T. T. SLATERY:—Nebraska, Colorado, Texas, Louisiana, Arkansas, New Mexico, Arizona, California, Nevada, Oregon, Utah, Washington, Montana, Wyoming, North Dakota, Idaho, Minnesota, Manitoba, Assiniboia and British Columbia.

THIRD V. G. M., C. N. TERRELL:—Iowa, Illinois, Indiana, Ohio, Michi-

gan, Wisconsin, Missouri, Georgia, Alabama, Mississippi, Tennessee, Kentucky, Virginia, West Virginia and South Carolina.

EVERYBODY should read the first inside-cover page.

The absent members of No. 211 are requested to note the change of officers in that lodge.

R. W. COOK, No. 45, St. Louis, reports the loss of receipts and traveling card issued Nov. 17.

B. W. S., ALLEGHENY CITY: The JOURNAL can not throw any light upon your question, if it is correctly interpreted.

LOST traveling cards and receipts should be reported to the JOURNAL office at once and notice will be given to prevent, if possible, their fraudulent use.

H. F. HAVEUER, of No. 278, writes from Burron, Kansas, where he is now braking, that the rate of wages is 2.63, and that B. R. T. men are few in that locality.

We acknowledge receipt of complimentary ticket to the second annual ball of No. 286, Hornellsville, N. Y., and not being able to attend, hereby send our regrets.

OSCAR SAYLOR is represented as traveling on a card, imposing on the credit of the Brotherhood and representing himself as a member of No. 98. Bro. J. T. Manning, of No. 98, writes that he never belonged to that lodge.

BRO. C. H. DAVIS, of No. 91, writes to the JOURNAL a cheerful letter which is full of anticipated bright times ahead, and we regret that its length bars it out. No. 91 is evidently conducting its affairs with care and looking out for its share of promotions.

THE illustrated Woman's Department makes the JOURNAL for 1890 a most appropriate gift to any lady. The illustrations in that department are a permanent thing.

No. 262 sends resolutions of thanks to Mrs. Frank Hemingway for presenting the lodge with a handsome table scarf. Limited space prevents them being printed in full.

"INVINCIBLE" writes from No. 313 that freight brakemen are making about \$80 per month there and passenger men \$70. He thinks Wadsworth a good town for brakemen.

ROBERT MCELROY, formerly one of the Grand Trustees, and who will be remembered by all the delegates at St. Paul, has taken a final withdrawal card from the Brotherhood.

S. T., CHICAGO: The President of the American Federation of Labor, is Samuel Gompers; address, New York. Portraits of both parties will appear in the TRAINMEN'S JOURNAL this year.

A MEMBER of No. 225 sends an account of their 6th annual reception, which was evidently a success. Dispatcher Jas. McCabe is credited with having assisted in the line of decorating by the loan of flags and lamps.

THE secretary of No. 111 reports that J. W. Drake of that lodge has absconded with the money collected for the lodge and that he started west, having December receipts in his possession. Please report any information to above address.

THE JOURNAL is now an elegant 64-page illustrated monthly magazine. Can't you afford to send it one year to the "old folks at home" or to your sister (or somebody else) and thereby secure for yourself a copy of the chart? See advertisement for information.

THE first lodge of the B. R. T. was organized at Litchfield, Ill., January 5, with fourteen members. The Grand Master and all the Vice Masters were present and took a lesson for the coming year.

A MEMBER of No. 169, whose nom de plume is not plainly written, writes a very good letter from Newark, Ohio. The lodge is flourishing and has seventeen conductors among its members. The ladies, he says, are talking up an Auxiliary lodge, and it is to be hoped they will succeed.

"A CRANK of the Worst Kind," who, by his brevity and pointed remarks appears to be no crank at all, writes a very acceptable letter from Rutland, Vt., and gives some interesting items. We regret that he did not give his name and address, for our rules regarding anonymous letters are absolute. They can not appear.

BRO. AXLEY, of No. 68, writes in addition to what appears elsewhere over his name, that Bro. Ed. L. Dibble was killed Dec. 8, while switching at Green River—that the U. P. will erect a fine hospital at Salt Lake—that the Ry. Y. M. C. A. reading rooms are very useful and pleasant and that business on the U. P. is rushing.

AFTER all the manuscript for this issue of the JOURNAL had gone to the printer it was discovered that a considerable amount of matter must be laid over to the February JOURNAL. This matter to be laid over was selected with regard to its measure, not its literary value. Therefore, if you are looking for something which does not appear, be patient.

A CORRESPONDENT wants to know if a man is entitled to the JOURNAL if he has taken a withdrawal card. The claim is made that he has paid

grand dues and that this should bring him the JOURNAL for a year. In the first place the member who withdraws thereby voluntarily abandons his entire right and title to everything he may have secured by becoming a member. His connection with the organization is severed fully and completely at the time of withdrawal and the Brotherhood is not his debtor in any sum whatever. In the second place, the sum of fifty cents which goes to the JOURNAL fund from the grand dues, would not be equal to the actual cost of sending him the book one year.

BRO. ALFRED BROWN, of North Bay, Ont., favors us with a very good letter, but which is too long for publication under the new arrangement of the JOURNAL. No. 249 is represented as being in a very prosperous way. We hope to hear from all parts of the country and what the condition of both lodge and business is. But these letters must be *very* brief or they alone from so many sources would fill the JOURNAL.

LODGE No. 24, Galesburg, selected New Year's Eve. for their annual ball. The hall was appropriately decorated and the attendance was just large enough to fall below the crowding point. The first half of the program was printed B. R. B. and the other B. R. T.; and the members and their friends tripped the light fantastic amid mirth and music while the hand of old Time ushered into existence the young giant of the labor organizations.

WE learn by a letter from "The Parson" that he has been appointed by Lodge No. 262 to correspond with this office and furnish us interesting items—an excellent thing to do. The Parson's introductory letter is very good, but not brief enough to be published. It will necessarily take some time for correspondents to

strike the short meter style necessary when we expect to have something from a very large number. No. 262 has given two annual balls and seems to be making an effort, so to speak, to stand socially solid with the public. That the lodge is in fine condition is evident from the fact that it has the energy and pride to appoint a special correspondent to the JOURNAL.

BRO. J. E. RICE sends us a very interesting letter from Rat Portage, Ontario. "This is a cold climate," he writes, "but the people have warm hearts for the Brotherhoods," which, he declares, were never more prosperous than now. A union ball with the B. L. F. is on the programme for February and a union meeting for the Canada Pacific a few months in the future, at which, he says, "we shall expect to see some of our Grand Lodge officers." We hope the meeting may be a regular "rouser."

WE have received a cut of a new coupler invented by a Mr. Heath, of Indiana, who writes urging its advantages and implying that it would be the proper thing for trainmen to endorse it in their petitions. Mr. Heath seemed surprised to learn that it is not the policy of the Brotherhood to endorse any particular coupler. Probably this order has no friend as well posted on this subject as Mr. Coffin, and he very earnestly urged the delegates at St. Paul to be careful about endorsing anything. What we want is uniformity.

A NUMBER of Brotherhood men have sent in a dollar and directed that the chart be sent to them and the JOURNAL one year to some official of their road who has shown the Brotherhood favors at some time or done some little courteous thing that shows good will to the laboring people. This is a good idea in more

than one sense. While it is an acknowledgment of the official's courtesy, it at the same time places the JOURNAL where it is very desirable to have it go—right in the hands of the men who, more than any others, have the welfare of the trainmen in their keeping.

The "Angelus."

Frank Leslie's Illustrated Newspaper offers as a premium to all new subscribers a most perfect and magnificent reproduction of the "Angelus," the famous picture which has excited so much attention. The best art critics have examined this copy and have pronounced it to be, in many respects, almost the equal of Millet's great painting. It is a perfect copy in size and identical in color. This week's issue of the paper illustrates the method of signaling used in the Squadron of Evolution, the way in which coin-dies are destroyed at the Philadelphia Mint, a visit to the New York Quarantine in the Lower Bay, the lottery mania in New Orleans, and interesting foreign events, while Mrs. Senator Don Cameron is the society lady represented.

1-90-1t

Acknowledgments.

The JOURNAL can not print letters of acknowledgments in full this month. We have space only to mention the fact that they have been received.

During the month of December letters acknowledging receipt of one thousand dollars in payment of claims were received from the following persons:

- Mrs. Mary L. Hearne, Greensburg, Ind.
- Mrs. Lena Stitt, Sharpsburg, Pa.
- A. E. Hudson, St. Paul, Minn.
- Mrs. Carrie Eichoff, Mauch Chunk, Pa.
- Mrs. M. A. Busfield, Oneonta, N. Y.
- Mrs. Joseph Zimmerman, Elgin, Ill.
- Mrs. Sophia Gehring, Mauch Chunk, Pa.
- Mrs. J. S. Terrill, Chicago, Ill.
- J. H. Madison, Connersville, Ind.

A. E. McMANUS writes about a man whom he considers the oldest brakeman, as follows:

Noah Coward is probably the oldest brakeman in active service in America, or perhaps in the world. He is sixty-eight years of age and has been railroading twenty-two years, about twenty years of that time on a local freight, where we find him to-day, on the Amboy division P. R. R. He has a fair education and has always attended to business, but for some unknown cause he has been unable to rise above the starting point. He is one of the very few who have a chance of being benefited by the Company's Relief which he joined when it was first organized, and had they fulfilled their promise of pensioning off old employees he would soon be placed on the retired list.

"BREEZY" is the signature over which we have a letter, full of good sense and suggestions. It comes from a member of 254 at Dodge City, Kansas, and would have appeared in the December issue but for the convention matter occupying so much space. If the letter were as brief as it is excellent we would give it entire. Following is a paragraph:

In regard to federation, I can say that the railroad men of the West are "red hot" for it. We would have been federated here on the Santa Fe system long ago if it had not been for some local troubles between the B. of L. E. and B. of L. F. We have held three union meetings here this fall with all classes of railroad men represented, and resolutions were adopted in favor of federation. Now, men, brace up and settle your little troubles and let us all come and enter into a bond of friendship and fellowship.

Items From Salt Lake.

SECOND V. G. M., T. T. SLATTERY, organized a lodge in Salt Lake City Sunday, composed principally of what is commonly known as Utah Central boys. The U. C. is now a part of the great Union Pacific system and they are promised standard pay on and after January 1st, 1890. The contract for grading is let for some of the California extension south of Milford, Utah. The R. G. & W. Railway will soon be broad gauge from Grand Junction to Ogden. They are putting splendidly equipped cars on the line, most all modern improvements, such as Janney automatic couplers and Westinghouse air brakes of the latest pattern, and that even before they had the pleasure of reading President Har-

rison's message relative to the fatality of brakemen and yardmen, and his earnest appeal to Congress to enact laws compelling railroad companies to equip their cars with modern appliances.

I think President Harrison may be heartily congratulated on his moral courage and humane principles in behalf of the toiling thousands who are necessary factors in the grandest service known. Now we will see what Congress has the courage to do. I earnestly appeal to each and all to watch the Congressman from their district. Keep an "eagle eye" on him, and should he fail to properly respond, help to "clip his wings" when his term expires. Don't stop at any half-way station in this matter.—[Judge Axley, No. 68.]

We are under many obligations to Bro. Chas. A. Horn, of No. 48, for a news item of the federation ball at Topeka, Dec. 19. A local paper says:

"Metropolitan hall presented a brilliant appearance last evening on the occasion of the first grand ball given by the federation composed of the Switchmen's Mutual Aid Association, the Brotherhood of Locomotive Firemen and the Brotherhood of Railroad Brakemen. The hall was elegantly decorated with banners and flags, red and green lanterns and fine engravings. The attendance was large, the music first-class, and the midnight supper at the Commercial a most excellent one. The dancing was enjoyed by all present, and ladies and gentlemen seemed alike pleased and happy over the success with which everything moved along. The arrangements were very complete, and there was not a single hitch in the programme, a fact of which the committee have reason to feel proud."

BRO. J. C. RINEHART, of Dover, N. J., formerly of 364 St. Paul's Ave., Jersey City, N. J., wishes to inform all brothers that he expects to have some very pretty designs of B. R. R. T. pins advertised in the February JOURNAL. Please look out for them as the advertisement will not appear again for several months. 1-90-1t

THE chart used to cost \$1. You can now get it for that price and the JOURNAL sent a year to your friend free of charge.

Addresses Wanted.

R. F. BAILEY and L. D. Smith are requested to write Geo. B. Mitchell, Tulare, Cal.

C. W. SUTTON is requested to send his address to A. N. McCullough, financier, No. 300.

C. L. MARTIN, financier of No. 318, Birmingham, Ala., wants the address of Charles Borgnis and W. E. Hunt.

EDWARD MADDEN, member of Charter Oak Lodge, No. 118, is requested to correspond with his lodge at once.

ALL absent members of No. 239 are requested to correspond with the financier, E. J. Baldwin. See directory for address.

If Frank Slane, who, when last heard from was on the Dakota Division of the Northern Pacific Railway, will write to Harry Turner, of Lodge 24, Galesburg, Ill., he will hear of something to his advantage.

JNO. D. SAGABIEL, financier of No. 16, wants the address of J. J. Jones, who left New Albany, Ind., about Sept. 30 and has not since been heard from. Any person knowing his present address will please send it to J. B. Sagabiel, 64 Spring St., New Albany, Ind.

I would like the addresses of Messrs. B. F. Funk, L. W. Foster, John Fuller, Mike Norton and John Conway. These people were all members of Lodge No. 67, in 1886, and were among the "Laramie dynamiters" in May, 1886, of the Union Pacific strike.—L. W. AINSWORTH, Waukesha, Wis.

Read This.

When writing to the Grand Lodge be careful to address the right person if you want a prompt answer. The office of the Grand Secretary and Treasurer and the office of the JOURNAL are two entirely different things. They are not only separate offices but are in separate buildings

in different parts of the city. Some persons in sending for charts and also sending in JOURNAL lists address the mail to the G. S. & T. Such mail is simply referred to this office and delayed just that much. Letters are also sent to this office which should go to the other. Please remember this rule and avoid delay: Anything that has reference to the JOURNAL or subscription lists should be addressed TRAINMEN'S JOURNAL, Galesburg, Ill. Everything that does not relate to the JOURNAL should go to the G. S. & T. or the G. M. as the case requires.

A FEW evenings ago a heavy sleet made Galesburg pavements decidedly dangerous and furnished an opportunity for people to commit suicide with facility and dispatch. We are unable to say how many involuntarily undertook it, but the G. S. & T. goes around with his hand in a bandage. Early in the evening he started for the well (or some place) with a glass pitcher in hand, and upon reaching the steps entertained the neighbors with one of the finest gymnasium performances ever seen in the city. It consisted of a lightning-like double shuffle followed by a frantic grasping at the atmosphere with both hands, and a downward plunge of two hundred pounds avoirdupois. Every finger of the left hand was severely cut by the broken glass and one ripped open to the bone nearly its entire length. But then the doctor got a good job and the people a free show.

BRO. H. I. GARDNER, of No. 311, writes that that prosperous infant has doubled in size since it was organized in June last, and calls it "a very forward child for its age." The first annual ball occurred October 25 and was both pleasant and successful. Trainmaster G. D. Merrill lent valuable assistance in bringing about this desirable result.

Biographies.

Very naturally the members of the Brotherhood desire to know something of the new men who were elected at St. Paul, and we give briefly a sketch of each. The sketches are reliable for we got the facts from the subjects themselves.

P. H. MORRISSEY, First Vice Grand Master, was born at Bloomington, Ill. He attended the public schools of that city, graduating with the class of '78. He entered the railroad service with the Chicago & Alton as clerk for round house foreman and later entered train service as passenger brakeman. He afterward served in the capacity of freight brakeman and was freight conductor when he accepted a position as clerk in the Grand Lodge. He represented No. 62 at Burlington and at St. Paul. When elected to his present position he was in the employ of the Travelers' Insurance company, of Hartford, as special agent in the accident department, and was traveling a route through Illinois, Iowa, Minnesota, Wisconsin, North Dakota, South Dakota and Missouri.

C. N. TERRELL, Third Vice Grand Master, is a native of Pennsylvania. He came west and learned the mason's trade when quite young. At eighteen he entered the service of the Pennsylvania Railway company, and later was in the service of the Flint & Pere Marquette, the Chicago, Milwaukee & St. Paul, the Northern Pacific, the Illinois Central and the Chicago, St. Paul & Kansas City as freight brakeman and conductor. He represented No. 86 at Burlington and San Antonio, and No. 91 at St. Paul. When elected he was braking out of Chicago on the last named road.

W. A. SHEAHAN, Grand Secretary and Treasurer, was born in Litchfield, Ill., and was educated in the public schools of that state. He entered the service of the Peoria, Pekin

& Jacksonville as a water boy and served as section hand, section foreman and brakeman, successively and later became foreman of the yards at Peoria. He next engaged with the P. & F. laying track, and a few months later he became roadmaster. This position he resigned to take a passenger train on the same road, which he retained two years, and then, on account of ill health, resigned the place. After a lay-off, he engaged with the P. & P. U. as switchman and later accepted the position of chief clerk in the Grand Lodge, which position he held from November, 1885, until elected at St. Paul to his present position.

L. W. ROGERS, editor and manager of the JOURNAL, is a native of Iowa. After exhausting the hopes and patience of a number of teachers in the public schools, he spent two years in Western College, and at nineteen left without a diploma and spent the next five years teaching in the public schools of Iowa and Kansas. He entered railroad service with the Kansas City, Springfield & Memphis as a freight brakeman, and served in the same capacity on the Wabash, the Santa Fe and the "Q," from which road he was discharged for publicly expressing his opinion on the merits of the "Q" strike. In the following autumn he established the *Railroad Patriot* at St. Joseph, Mo., and when elected to his present position was editor of the *Vona Herald*.

THE difficulty of obtaining the personal address of each member of the Brotherhood, as determined upon by the St. Paul convention, is something astonishing. In the first place it is almost impossible for the JOURNAL agents to get such addresses within any reasonable time. Reports are coming in very slowly and it looks now as though the list might not be completed in six months.

Bretherhood Death Roll.

Owing to the fact that the JOURNAL office is not yet in perfect working order, our death and accident report for this issue is by no means complete.

December 3, D. W. Curtis, Lodge No. 209, died of consumption.

December 9, Bro. Lewis J. Artot of Lodge No. 160, was killed coupling cars, and Bro. Uriah Marks of Lodge No. 172, was killed by being run over by a locomotive.

December 10, Bro. E. A. Finch of Lodge No. 80, died from injuries received in October.

December 16, Bro. George Jackson, of Lodge No. 151, was killed coupling cars.

December 17, Bro. P. Grace, of Lodge No. 119 was run over and killed.

December 18, Bro. F. M. Leonard, of Lodge No. 94, died of diphtheria.

December 19, Bro. B. Teeney, of Lodge No. 134, died of softening of the brain, and Bro. F. M. Morrison, of Lodge No. 55, fell from his train and was killed.

December 21, Bro. J. Gallaghher, of Lodge No. 132, was drowned in an oil tank.

December 23, Bro. F. B. Mellinger, of No. 117, died of typho-malaria fever.

December 24, Bro. M. Malowney, of Lodge No. 308, was killed getting on a train.

December 28, Bro. C. E. Conwell, of Lodge No. 123, was struck by a train and killed.

Bro. Noble Dyer, of Lodge No. 31, died of fever at Salt Lake City in the latter part of December.

Bros. F. Rolland and D. J. Finn, of Lodge No. 180, are reported on the death list without particulars.

THE Vice Grand Masters are all out on their respective routes "hustling."

Expulsions, Suspensions and Reinstatements

Reported to December 31, 1890:

EXPULSIONS.

For causes other than non-payment of dues:

Lodge No.	Lodge No.
8 John C. Walker.*	175 B. D. Buchanan.*
15 Jno. Gerwick,†	179 J. A. Wilkinson.†
J. G. Beattie,†	184 M. Furey.†
J. Massengale,°	186 Wm. Treahy.†
John Smith,§†	188 J. J. McCarthy.§
J. Minehan.‡	211 Jeff Davis.*
35 H. T. Hite.—	226 John McKenna.*
45 Ed. Marr.†	235 P. O'Toole.†
58 C. H. Harpin,†	239 M. J. Hanley.†
81 J. L. Tracy,§	276 E. W. Orohood.†
94 Pat. H. Lynott.§	278 Sam Nelson,†*
98 Frank Miller.†	283 Frank Childs,†*
111 James W. Drake.†	287 T. Kearney.†
138 E. E. Dewey.†	288 Geo. R. Torrence.†
148 R. P. Stevenson.†	306 C. A. Wear.†
158 W. M. Nelson,†	311 Jas. Hyde.*
171 J. W. Hanson.†	314 F. D. Burge.—

* Deserting family. † Petty thief. ‡ Violation of obligation. § General principles. — De-frauding lodge. ° Contempt. — Unbecoming conduct. | Drunkenness. All not marked, for non-payment of dues.

REINSTATEMENTS.

Lodge No.	Lodge No.
6 H. G. Mulvey.	120 G. N. Travis.
10 John Harrington.	Frank Knapp.
12 Thos. Coughlin.	121 J. Gettin.
21 James Murray.	Geo. S. Wright.
H. M. Dean.	122 C. A. Butterfield.
23 J. Angel.	127 E. T. Inskip.
25 R. H. Farrell.	146 Alex McGlory.
26 W. E. Keller.	150 A. R. Kemery.
30 Wm. H. Harris.	155 Chas. Sarr.
32 G. W. Dedman.	160 John J. Myers.
35 M. O'Connor.	161 C. M. Leigh.
36 F. Severson.	161 D. T. Cash.
37 C. H. Mattiske.	James Robertson.
37 W. J. Wright.	164 Geo. Naylor.
41 C. N. Mills.	L. G. Miller.
43 E. C. King.	165 M. G. Shuler.
45 David Torrence.	167 C. O. Farmer.
49 C. A. Harris.	174 John Ross.
53 Ed. McCathy.	176 F. E. Coleman.
62 W. R. Burr.	177 Gus Dreager.
71 E. A. Mathers.	A. Campbell.
71 Wm. Partridge.	179 Wm. Wynn.
72 G. M. Currie.	G. E. Tuhey.
81 H. L. Turley.	180 Theo. Mitchell.
82 D. M. McCurdy.	186 Jas. Paddin.
84 James Ryan.	205 Jas. D. Carey.
84 W. S. Fulkerston.	206 J. W. O'Shea.
88 U. E. Weed.	211 M. Hannahan. —
91 Chos. Grezie.	Jno. W. Knallman
92 T. K. Armstrong.	Wm. McClure.
P. Ford.	213 C. Carney.
Walter Stout.	215 Wm. L. Whitaker.
96 M. Wear.	223 G. A. Thompson.
J. B. Bedwell.	235 John Wolf.
101 H. P. Smith.	260 John Lyons.
106 W. G. Wolfe.	302 W. L. Walker.
107 John H. Finch.	318 W. E. Hunt.
112 W. T. Hartley.	

SUSPENSIONS.

161 E. J. Mayler—90 days—drunkenness.
229 Jas. Gilroy—60 days—drunkenness.

You can not make a more appropriate present, even to your most esteemed friend, than the TRAINMEN'S JOURNAL for 1890.

The Following is a Statement of Claims Paid in the Months
of October and November, 1889:

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
564	Bayou City Lodge No. 145.	Houston, Texas.	\$ 882 00
605	*Pardise Lodge No. 74.	(Funeral expenses of W. W. Wilson)	145 25
650	Mrs. Mary Fulkman.	Wellsville, Ohio.	1,000 00
651	Mrs. Susan Harsch.	East Saginaw, Michigan	1,000 00
652	Mrs. Ida Lewis Gulick.	Stanhope, N. J.	1,000 00
653	William C. Kunert.	Michigan City, Ind.	1,000 00
654	Thos. J. Commerford.	Newark, N. J.	1,000 00
655	Frank L. Kern.	Walnut Port, Pa.	1,000 00
656	S. H. Tubbs.	St. Albans, Vt.	1,000 00
657	Mrs. Mary A. McCann.	Nesquehoning, Pa.	1,000 00
658	Martin Christman.	East Mauch Chunk, Pa.	1,000 00
659	Mrs. Susan Woomer.	Franklinville, Pa.	1,000 00
660	Joseph Sunkel.	Trenton, Mo.	1,000 00
661	Mrs. Rachel Smathers.	Pittsburg, Pa.	1,000 00
662	Mrs. Mary L. Hearne.	Greensburg, Ind.	1,000 00
663	Mrs. Nelle Redky.	St. Louis, Mo.	1,000 00
664	Mrs. Johanna Higginbotham.	Newark, N. J.	1,000 00
665	Young Kingston.	Collinwood, Ohio.	1,000 00
666	Mrs. Bertha Heckelman.	Elkhart, Ind.	1,000 00
667	Miss Gussie Ferguson.	Fayetteville, Ark.	1,000 00
668	Mrs. E. C. Hill.	Chillicothe, Mo.	1,000 00
669	Mr. T. and Mrs. Mary Joyce.	Cheyenne, Wyo.	1,000 00
670	Mrs. Nancy Cook.	Circleville, Ohio.	1,000 00
671	Mrs. Katie M. Sullivan.	Boston, Mass.	1,000 00
672	Margaret Neville.	Worcester, Mass.	1,000 00
673	Louis Fredenburg.	Fairview, Pa.	1,000 00
674	J. F. Robinson.	El Paso, Texas.	1,000 00
675	Mrs. W. H. Keogu.	Little Falls, N. York.	1,000 00
677	Mrs. Anna Wicklum.	Perth Amboy, N. J.	1,000 00
678	Mrs. Ida N. Wheeler.	Fitchburg, Mass.	1,000 00
679	Mrs. Julia Ryan.	Oswego, N. Y.	1,000 00
680	Mrs. Lora Stitt.	Mahoningtown, Pa.	1,000 00
681	A. E. Hudson.	Altoona, Wis.	1,000 00
682	L. E. Simpson.	Trenton, Mo.	1,000 00
684	Mrs. Geo. W. Colvin.	Hanna City, Ill.	1,000 00
685	T. Q. Johnson.	Indianapolis, Ind.	1,000 00
686	P. Sheehan.	Ashtabula, Ohio.	1,000 00
687	Mrs. Mary Timlin.	Albany, N. Y.	1,000 00
688	Mrs. Sarah P. Jarvis.	St. Louis, Mo.	1,000 00
689	Mrs. Ann Kavanagh.	Brockport, N. Y.	1,000 00
691	Mrs. Jennie Davis.	Chicago, Ill.	1,000 00
Total			\$40,027 25
Amount in Beneficiary Fund October 1st, 1889			.8 189 30
Amount received during month of October, 1889			23,859 00
Amount received during month of November, 1889			16,598 00
Total			\$40,646 30
*Amount paid in claims during month of October.			\$ 145 25
Amount paid in claims during month of November.			39,882 00
Amount in Treasury in Beneficiary Fund December 1st, 1889.			\$ 619 05

A GREAT many are taking advantage of the offer made in December to give free, as a premium, the B. R. B. chart (latest issue) to any person sending one new subscriber or one renewal accompanied with the price of the JOURNAL, one dollar. When you get the chart please acknowledge receipt on a postal card. Some have written to know if the charts are still to be had. Yes, they will last at least thirty days longer.

WE suggest that resolutions on death of brothers be not sent to the JOURNAL for publication as they are too numerous and too long. Since it is utterly impossible to print all, why print some and refuse others? Publish them in the local press and send the JOURNAL a brief account.

No. 101 sent us a neat invitation to attend their fifth annual ball given Dec. 25. Only the great distance prevented us being present.

Grand *Lodge
—(OF THE)—

Brotherhood of Railroad Trainmen.

January Assessment Notice—Nos. 74 & 75—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,
To Subordinate Lodges: GALESBURG, ILL., JANUARY 1st, 1890.

*Dear Sirs and Brothers:—*You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
709. B. W. Appleby.....	97	Death	Sept. 27	1889 Typhoid fever.....
700. Z. T. Mitchell.....	95	Disability	Sept. 30	Right hand injured coupling cars.....
701. Alfred Cragier.....	37	Disability	Oct. 3	Fell from train—left leg cut off.....
702. Abraham Lerch.....	2	Death	Oct. 4	Run over and killed.....
703. J. R. Denson.....	135	Disability	Oct. 6	Run over—left arm cut off.....
704. D. Brassill.....	62	Death	Oct. 7	Consumption.....
705. Horace T. Weaver.....	38	Death	Oct. 9	Run over and killed.....
706. W. C. Rause.....	132	Disability	Oct. 9	Right hand injured coupling cars.....
707. Geo. W. Alberts.....	42	Death	Oct. 11	Crushed between cars, coupling.....
708. Wilson Stouffer.....	179	Death	Oct. 11	Typhoid fever.....
709. J. P. Carter.....	276	Death	Oct. 12	Typhoid fever and peritonitis.....
710. C. J. Conover.....	2	Disability	Oct. 12	Run over—right leg cut off.....
711. C. C. Baker.....	185	Death	Oct. 12	Typhoid fever.....
712. Christopher Murray.....	84	Disability	Oct. 15	Left hand mashed, coupling.....
713. H. G. Ludwick.....	193	Death	Oct. 18	Run over—both legs crushed.....
714. D. J. O'Neill.....	159	Death	Oct. 22	Run over and killed.....
715. P. A. Farmer.....	96	Disability	Oct. 22	Right hand crushed coupling cars.....
716. H. S. Crawford.....	42	Disability	Oct. 24	Right arm cut off, switching.....
717. R. Peterson.....	223	Death	Oct. 26	Peritonitis.....
718. Wm. Wadin.....	253	Death	Oct. 26	Run over and killed.....
719. John Dooner.....	153	Disability	Oct. 31	Left foot cut off, switching.....
720. *Daniel McGraw.....	220	Disability	Nov. 10	Thrown from train—right leg injured.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing January 31st, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of February, 1890, for every Member who has paid January dues. **See Article XIX., Constitution of Subordinate Lodges.**

Fraternally Yours,

M. A. Sheahan

GRAND SECRETARY AND TREASURER.

*Satisfactory proofs not filed until after Dec. 1, 1889.



THE

Railroad Trainmen's Journal.

Vol. VII.

FEBRUARY, 1890.

{ NEW SERIES No. 2.
OLD SERIES No. 72.



F. P. SARGENT,

GRAND MASTER, BROTHERHOOD LOCOMOTIVE FIREMEN.

(See Biographical Sketch on next page).

F. P. SARGENT,
Grand Master, Brotherhood Locomotive
Firemen.
[From the "Souvenir," Fourteenth Annual Con-
vention, B. L. F.]

Frank P. Sargent, the subject of this sketch, is a native of Vermont, the Green Mountain State, where he was born in 1851. The place of his birth and his boyhood home, at East Orange, Orange County, is justly celebrated for its mountain scenery, hills and valleys, its babbling brooks, foaming streams and numerous cascades, miniature Niagaras. In no part of the broad land are homes more attractive, and Vermont, whose star was the first to flash upon the blue field of our flag, after the Union was formed, has kept well abreast of other New England States in peopling the great West with her hardy sons. It was amidst such scenes of natural beauty that Frank passed his infancy and young boyhood. He angled for trout; he slid down the hill; he was in the front rank of the snow-ball brigade; was vigorous in attack and discreet in retreat; and in his callow days exhibited those traits of leadership and self-reliance which later in life have born rich fruit.

He left the old home—

"The orchard, the meadow, the deep-tangled wildwood
And every lov'd object his infancy knew,"
To try his fortunes at Manchester, N. H., where he had been apprenticed to learn the art of photography. This he mastered in all of its details, and practiced it in Manchester, Philadelphia, and Haverhill, Massachusetts, until 1879, when, his health failing, he was advised to regain it by visiting the salubrious, health-giving climate of Arizona. To accomplish this, the extremely practical idea suggested itself to combine equestrian exercise with the exploration for health-giving altitudes, longitudes and latitudes, and our hero enlisted in the United States Cavalry, and in 1880 was at Fort Apache, Arizona, under the command of Captain

E. C. Hentig; and in the summer of that year was engaged in Arizona and Mexico in following the famous Victoria band of Apaches, and in an engagement at Cibicue, near the Apache reservation, Captain Hentig was killed.

In this way Mr. Sargent fought for health and for his country in the same campaign, and upon his return to Fort Apache in the month of November, with health fully restored and the Apaches reduced to obedience, he made application for an honorable discharge from the service, which was granted November 11, 1880.

From Fort Apache Mr. Sargent went to Tucson, Arizona, and began service as a railroad employe December 1, 1880, on the Southern Pacific, his position being that of a wiper. In this position he served three months, when he was promoted to the position of fireman on a construction train, and from this position to a fireman in the road service. It will be observed that promotions followed in quick succession, an evidence that the new railroad employe had determined to master the business, and that his employers saw in their man a disposition to work and climb.

Mr. Sargent took an early an active interest in the Brotherhood of Locomotive Firemen. He saw its purposes were good and that its possibilities were of far-reaching importance, and on the 20th day of October, 1881, just eleven months and nineteen days from the time he began service as a railroad employe, he was initiated into the Brotherhood—not in a hall blazing with light, but in a coal bin at Tucson. From the first Mr. Sargent took an active part in the affairs of the Order. As a member of Cactus Lodge, No. 94, he became its Financier, and made the Lodge conspicuous in the Brotherhood for a splendid financial record, than which nothing so distinguishes a lodge.

His active and intelligent participation in the affairs of his Lodge and of the Order made him a delegate to the Terre Haute convention of the Order in 1882, in which he exhibited exceptional qualifications in the deliberations and policy of the Brotherhood, and at the convention in Denver, where he was again a delegate, he was elected Vice Grand Master of the Brotherhood. From the first Mr. Sargent's course was distinguished by great prudence and a capacity for sound advice, which pointed him out as the coming man of the Brotherhood, and in 1885, at the Philadelphia convention, the great Brotherhood of Locomotive Firemen gave evidence of its wisdom and its appreciation of merit by electing him Grand Master, the highest office of the Brotherhood.

In doing this no mistake was made. Since the date of Mr. Sargent's election as Grand Master the Brotherhood has prospered; it has grown in numerical and moral power. Without factions, the beauty and blessings of harmony prevail throughout the entire jurisdiction.

The Supreme Council Again.

The TRAINMEN'S JOURNAL is now under editorial charge of L. W. Rogers, formerly editor of the Denver *Patriot*. We are pleased to see Bro. Rogers to the front. He did noble work while in Denver to advance real federation among railroad men, and he will now again have a good opportunity to advocate it, and spread a knowledge of what it means. However, his attempt in his first issue in charge to sustain the Supreme Council may be politic for him personally, but does not correspond with his efforts for federation while in the West. We doubt very much whether he has yet had time to compare the supreme plan with federation, and perhaps, being somewhat rattled by his new surroundings, accounts for his first attempt at criticism. He surely knows better.—[Union Pacific Employees Magazine.]

A carload of thanks, Bro. Corbin, for that pronoun in italics. It is really nice to think that we know better than we speak, while others err through ignorance. We trust

the compliment is not intended to soothe us into silence, for we have something to say. And right in the beginning let us ask the *U. P. Employes' Magazine* if it thinks it is just the proper thing to answer an argument (or a defense of the Supreme Council, if it prefers the term) by saying that it may be policy for us to defend it? In other words, is it fair and square to question our motives instead of replying to arguments? In the same issue the *Magazine* devotes several pages to an attempt to show that the *Firemen's Magazine* has not reasoned, but abused, in replying to the criticism of the *Employes' Magazine*. It occurs to us that the editor of the latter publication is not quite consistent in this. If it enjoys argument why doesn't it occasionally produce a little? If it worships at the shrine of logic it should certainly favor its readers with a featherweight sample of it once in awhile.

The case, fairly stated, is this: Under the caption, "Federation of the Supreme," the *Employes' Magazine* presented an article ridiculing the Supreme Council, consisting of representatives of the B. L. F., B. R. T., and S. M. A. A., and asserted flatly that the whole thing was an office-grabbing affair. The JOURNAL replied, defending the legislation of the Council, and calling attention to the fact that it is composed of a number of the ablest men in the labor world—men whose successful records convert abusive ridicule into a boomerang that returns to the thrower with disastrous force. The *Magazine* now replies as quoted above.

The *Magazine* is so complimentary as to credit us with having done "noble work" for federation in Denver. It then asserts that our defense of the Council may be "politic," "personally." The two assertions would make it appear that we have

made a change of base in federation tactics since leaving Denver. The suggestion is as unjust to us as it is unworthy of Editor Corbin. The truth is, that in the federation meetings in Denver we vigorously opposed the ideas of those who believed in the theories which oppose the plans adopted by the Council. The *Employes' Magazine*, in its reply to the *Firemen's Magazine*, refers to the fact that William F. Hynes was chairman of the committee which drafted the original scheme of federation and speaks of him as a man whose name is honorably known wherever the B. L. F. has a lodge. We have the honor of numbering that gentleman and scholar among our personal friends, and if we have ever grasped the hand of a truer, manlier man we are not aware of it. But we honestly and sincerely differ from Mr. Hynes on one point in federation, and the editor of the *Employes' Magazine*, who represented the Knights of Labor in those federation meetings, surely remembers it, for it led to heated discussions, in which he participated.

That one point of difference, which forms the basis of the original criticism in the *Employes' Magazine*, is the question of where the supreme power shall rest; with the Supreme Council or with the employes of a certain railway system. The firemen, trainmen, and yardmen of the United States and Canada are federated in one vast body, whose united power may be thrown in one direction for a common cause. If any branch of either of these organizations has a grievance the moral force of which makes it of mutual concern, the entire strength of this giant federation may be used to sustain that branch in its efforts to right the wrong. Now the question arises, Who shall direct the use and application of this supreme power? We

unhesitatingly assert that the authority should rest only in a council composed of an equal representation from each of the organizations forming the federation. But the opposing idea, if we understand its advocates, is that when trouble occurs on any one system the employes of that system shall possess the power to direct the movement of the national force. On the ground that the local committees would best understand the situation it is proposed to invest them with the supreme authority. This is most certainly democracy to the limit, but we do not believe it would ever work in practice. We can conceive of no government by the people that does not have one fixed center. To allow it to shift from one point to another as occasion demands, would, in our opinion, give rise to many difficulties; and to have a dozen local tribunals where supreme power may rest, would certainly give birth to never-ending trouble.

But that we may not by any possibility misrepresent the views which prompt criticism of the Supreme Council, we invite the *U. P. Employes' Magazine* to set them forth in full. If it has a better scheme of federation than the one which proposes a strong central government it ought to give it to the public. Too much discussion on this very important subject there can not be. Let the *Magazine* set forth its arguments. The JOURNAL's twenty thousand readers will gladly give it audience. Let it step into the arena with the sword of logic, and may the weakest theory perish.

A Cold-Blooded Document.

A friend recently mailed us a copy of a remarkable document. It not only contains some cold-blooded statements but it sets them forth with the business-like manner of a butcher grinding his knife, and solil-

equizing as he glances at the sheep: "Sorry for you. This knife's rather old and dull, but you'll have to make the best of it. Can't afford a good one!" In order that no injustice may be done we publish the entire circular verbatim:

ILLINOIS CENTRAL RAILROAD CO.,
OFFICE OF ACTING GEN'L MANAGER,
CHICAGO, Sept. 2d, 1889.

All employees of this Company, and all entering its service, are required to take notice that in the service of the Company, they are liable to meet and to be called upon to work with and to couple double buffer cars; the cars of the Union, of the National, and of the Empire lines, and other cars similarly constructed; and cars with bumpers at variable distances each side of the draw bar; cars with the Miller Coupler to be coupled by link and pin with the common drawheads and with each other; cars with stationary links and pins in their drawheads; cars which when brought together in a train, will be of unequal height, and the drawheads of which will be liable to override each other; cars unprovided with ladders on the ends and sides; cars unprovided with any arrangements on the ends to hold on to in coupling or uncoupling; cars, the ladder-rungs and brake-rods on which are liable by wear and use to become loose, and to draw out in using them; cars so loaded that the load will project over the ends, and therefore be especially hazardous in coupling or uncoupling; engine-tenders unequipped with a platform or step along the side or at the rear thereof; engine-tenders unequipped with any appliance to hold on to on the side or in the rear; engine-tenders equipped with dead-woods of iron or other material on each side of the drawhead or drawplate at variable distances; and all other kinds and descriptions of cars, engines, machinery and appliances usually used or to be found on railroads in the United States, including the coupling of pilot drawbars with cars or tenders. And all such persons are further required to take notice that in the service of this Company they may be required to work on mixed trains made up of freight and passenger cars; also on trains made up of passenger cars unequipped with other than the ordinary hand brakes; also on freight and passenger cars equipped with inside brake, and with wheels very close to the end of the cars; that in the service of the company flying switches are made; and that the staking out of cars and the coupling of Miller Couplers to ordinary freight

cars and cars unequipped with the Miller Platform, is sometimes necessary; and that sometimes defective cars and engines are drawn in the Company's trains in order to get them to stations where they can be repaired; all of which necessarily exposes persons in the employ of the Company to great danger of personal injury. That rails used in the Company's tracks, and especially in its side track, often become worn and splintered and rough, exposing employees to great danger and requiring the highest degree of care.

All such persons are further required to take notice that they are hired and retained in the employ of the Company on the understanding that if they work for the Company they must assume all risks run by them in working with the engines, tenders, cars, machinery and appliances and track hereinbefore particularly mentioned, and in addition assume all other risks usually incident to the position in which they may be placed in the Company's service.

It is further understood, that employees entering or remaining in the Company's service, will, as Agents of the Company and for their personal safety, before they attempt to make couplings or to uncouple while in its employ, examine and see that the cars or engines to be uncoupled or coupled, the pins, links, drawheads, and other appliances connected therewith, the ties, rails, track and road bed, are in a good, safe condition, and that the cars are so loaded that such work may be safely done, and that they will diligently examine all cars, engines, machinery, and appliances with which they may be called upon to work, and promptly report to the proper officer all defects therein, and not work on or about the same till such defects are remedied, except in moving defective cars or engines as before mentioned, and if they do so, it shall be at their own risk exclusively.

Employees are forbidden to get on the front of engines or cars which are approaching them; a misstep or fall must result in personal injury. All employees, when coupling engines or cars must notice the speed at which they are moving, and if moving at a dangerous speed, no attempt must be made to couple them. It is dangerous to uncouple or attempt to place links or pins in drawbars while cars are in motion, and this is strictly forbidden.

In all cases sufficient time must be taken to avoid accident or personal injury.

In coupling or uncoupling there is a liability to get the foot caught in switch frogs and lead and guard rails which are unfilled, and under break heads or beams

when hung to the bodies of cars or under the wheels, and it is dangerous to stand on the inner side of a curve to couple cars, one or both of which is equipped with the Miller Platform.

The attention of employees is also specially called to the necessity for care on account of the icy and sleet condition of cars in winter; of the unevenness of ground where couplings are to be made; of the inequalities of surface between and at the ends of ties and arising from deposits of cinder, coal or other material on the ground.

Employees of the Company are forbidden from riding on the ladders on sides of cars, owing to the great danger in doing so.

This Company makes this statement to its employees to call their attention as definitely as possible to the risks of the service in which they are engaged, so that if they are not willing to serve, taking the risks exclusively on themselves, they may, by no misunderstanding, enter into or remain in the Company's employ. And employees will further bear in mind that no one in the service of the Company, except the General or Division Superintendents, the Master Mechanic, or Train Master of the section, has any authority to order another to work with any engine, car machinery, or appliance which is in a defective or dangerous condition, except in moving defective or dangerous cars or engines as before mentioned, and that all employees must refuse to obey any such unauthorized order, and if they act on any such unauthorized order, it will be at their own risk exclusively, and in no event will the Company be liable for the consequences thereof. The Company desire to protect its employees from injury, and is compelled to rely on their care and diligence to accomplish that purpose, and must insist on the observance of the stipulations and directions herein contained, and all other rules hereafter made for the conduct of the Company's business.

To evidence the understanding herein expressed, an agreement has been prepared which is hereto annexed, and which employees will be required to sign.

C. A. BECK,
Acting General Manager.

.....18.....

I, the undersigned, being employed as
.....by the ILLINOIS CENTRAL
RAILROAD COMPANY, hereby acknowledge
that I have been made acquainted with the con-
tents of the foregoing statement signed by C.
A. BECK, Acting General Manager of said Com-
pany, and understand the same, and have

received a copy thereof, and the risks and dangers incident to my employment have been fully explained to me, and in consideration of my employment by said Company, I hereby agree to assume all the risks of the service of said Company, and to obey all the rules to which my attention is called in the foregoing notice, as well as all other rules now in force or that may be made by said Company for the government of its employees, and that I will save said Company harmless from all liability for injury that may come to me because of any such risks, whether the same arise in whole or part, from acts or omissions of my co-employees in same branch of the service, or employees who are in a different branch of the service, or from those not so employed, or in consequence of any failure or neglect on my part to obey the directions contained in said notice, or any of the rules now or hereafter made by the Company for the government of its employees as aforesaid:

My age on my last birthday was.....
Years.....

We have a double purpose in publishing this document. In the first place it is excellent information for the public which but vaguely comprehends the actual hazard of a trainman's vocation. The reader may search in vain for a more vivid description of the perils which the knights of the rail hourly encounter. In the second place it is a striking illustration of the undeniable fact that railroad men must have a powerful protective and defensive organization, and that if they do not have it there is apparently no point where the greed for gain may be called to reason, and nothing to prevent the life of a workman being reckoned an almost worthless thing.

If a corporation can make certain that the death of a trainman cannot by any possibility cost a cent, does anyone suppose that it will spend money for safe rolling stock, when a much cheaper car or engine will do the same work? And if the corporation can force the employee to carry the risk, is it reasonable to suppose it will pay as indemnity what it refused to pay as a precaution? And since plenty of workmen are to be

had, is it not evident that if the corporations can force employes into this contract the value of human life will fall below the value of safety equipment? There is no use of attempting to disguise the truth. The Company in this case coolly and deliberately proposes to use cheap and dangerous rolling stock at the expense of human life; and knowing that such a course must cause a tremendous slaughter, it endeavors to force the employe to sign an ante-mortum obligation that will prevent his widow and orphans holding the company responsible for his death. The company coolly admits that it is using death-trap equipments. It acknowledges that its engine tenders are unequipped with platform or step along the side or rear; that they are likewise devoid of any appliance on side or rear to hold on to; that the deadwoods on tenders are at variable distances; that some of their cars have no ladders on side or end, and those they do have are liable to be in bad condition; that its frogs are unblocked and spaces between guard rails unfilled. Why does not the company keep its property in good repair? Because it requires a larger fund for operating expenses, while the death and disability of employes it evidently believes will hereafter cost it nothing.

But it may be said in reply that the circular instructs its employes to avoid danger; which is very much like instructing a soldier to be careful and not get shot in battle.

"In all cases sufficient time must be taken to avoid accident or personal injury," says the company. This may sound well to the public, but the practical railroad man knows that such advice is but an empty phrase. If a car in bad condition is in the train the brakeman must pass over it though the running-board is in splinters and the brake-beam rotten. The company knows perfectly

well that the trainman has no opportunity to inspect the condition of things—that it is the rule and not the exception that he must think, decide and act instantaneously. He positively must get on and off cars in motion or his train will require too much time in getting over the road, and his place will be promptly filled by a man who can do better. The company admits that he is expected to make "flying switches," a contrivance for saving time. The officer who wrote the circular knew perfectly well when he was writing "cars, the ladder-rungs on which are liable, by wear and use, to become loose," that the brakeman must grasp those rungs as a car passed him, and that he would not have the slightest chance to inspect its true condition before trusting his life to its strength.

Take time, indeed! Why doesn't the company take time to mend its ladders and block its frogs? Because it would also take money. Because it would reduce the dividends. Because it costs several dollars to repair a car, and it don't cost a cent to kill a brakeman! If it is not criminal neglect to use a car that is unequipped with every possible device for safety, then of what does criminal neglect consist? If a corporation can make money after furnishing every known safety device, but proposes to make more money by using rolling stock that causes a greater slaughter, what is the difference between that and slaying for gain? Isn't there chance enough for death to the trainman when the best equipments are used? Isn't it enough that he is exposed to the dangers of collision and ordinary derailment; to low bridges; to dangling waterspouts; to obstructions on the track; to inferior road-beds; to mistaken signals; to wash-outs and landslides; to ice and sleet and windstorm? Isn't this enough without adding rotten ladders and

running-boards to trip him; dead-woods of varying height to crush him; cars without hand-holds that he may be thrown down and mangled, and open frogs to entrap his feet? "It is a reproach to our civilization," says the President, "that any class of American workmen should, in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war." Reproach? Aye, disgrace! A stinging, burning disgrace that covers with infamy every person responsible for it.

And here is a company which is not satisfied until the employe has agreed in writing to assume these extra hazards, and also pledged himself to "save said company harmless from all liability." He is asked to attach his name to a document that shall place the price of his life beyond the reach of his widow, and save the company harmless! And yet there are people who tell us we need no labor organizations; that the laws of supply and demand will always regulate our affairs, and that in this country corporate power is answerable to public opinion. Let us not be deceived by the plausible sophistry of those who have no sincere thought for our welfare. Labor must think for itself. More, it must act for itself, and honestly and earnestly endeavoring to understand its relation to its surroundings, accord to all their fullest natural rights, but manfully demand the same for itself.

A TICKET thirty-four years old was used for a passage on the Nashville Chattanooga & St. Louis road a few days ago, says the Railway Telegrapher. The passenger said he purchased it as he was returning home from Wartrace to Murfreesboro in 1855, but the conductor failed to take it up and he kept it until his recent trip, when he concluded to use it.

Contributions.

[Written for the JOURNAL.]

Sweetwater's Tragedy.

BY TIM FAGAN.

A nation's pride is not her army's tread;
Or spread of canvas wings,
That birdlike o'er her navy float!
But in the joyous song the rustic sings,
And down her waving fields are read,
Her greatness there is ably wrote.

One very cold day in January, 1867, the telegraph operator at Fort Casper, Dakota (at that time Casper was in Dakota; it is now in Wyoming, but I like to write the facts of this little scrap of history just as I set them down in my journal at the time). Casper did not leave Dakota; Dakota left Casper; nor did Casper come to Wyoming—Wyoming came to Casper. It was a case where the situation was greater than those that made it. When this happens the democracy of authority is menaced.

On that day the operator received a message from Sweetwater, stating that a band of Cheyennes had arrived there in the morning.

Sweetwater was formerly an old stage station, on the little stream of that name, mingling with the headwaters of the North Platte, and about sixty miles north of Casper. At the time of which I write it was a division terminal of the Western Union. It consisted of four or five log houses and a corral. One of these was used for a telegraph office, one was a stable, and another was stored with hay and fodder. They were all small buildings, but well calculated for defence; rifle-holes were cut between the logs, and the doors, strong and heavy, were securely barred from within. It was necessary those days to take every possible precaution against the attacks of the Indians. No man could tell the time of their attack an hour before their war-whoop rung out. They did not always know themselves;

they were governed entirely by circumstances and wild impulses that swayed them like a whirlwind.

It is said that as civilization advances in its high plane of polish and diplomacy, the sentiment and picturesqueness of poetry loses; in other words that the useful and the beautiful cannot go together. I will not discuss this, but I will say that an Indian is as full of poetry as he is wanting in the knowledge of science and art. His attack will come with the suddenness and fury of an avalanche, entirely free from any conceived plan, that often is as disastrous to him as he had thought to make it for his enemy. This dash and daring is the poetry of his warfare, and war is the poetry of his life. His favorite hours for hostile visitations, however, were at dawn or at twilight.

Within the range of Fort Reilly's guns, in Kansas, I left the plow's last furrow. Strangely enough, in the spring's warm glow of the previous year, a farmer who had marked the boundaries of his claim by running his steel pointed plow along its designated lines, unconsciously traced agriculture's westernmost limit. Between that line and the rich pastures that adorned the base and gave life to the shadows of the lofty Sierra Nevadas, was certainly a country of immense distances, almost uninhabited, and whose topography and resources were unknown. I shall make two exceptions: the then village of Denver, that looked in its isolation like a hamlet on the frontiers of Siberia, and the fruitful valley of Salt Lake. Ignorance called this inhospitable wilderness the Great American Desert, but ignorance, when not a misfortune, is a vice, and vice is always wrong. In the midst of this primitive grandeur and sublimity stood the log cabins of the Sweetwater, brave in their loneliness.

Tradition shading its eyes and looking toward the west saw an ocean of barren land, as unproductive as the sea-beaten cliffs of an iceberg, overran by wild beast, reptiles and redskins; the last being the most savage was the most feared.

The mariners of the 16th century believed that Sargasso, the sea of weeds in mid-Atlantic, was the nest of monsters whose enormous jaws could crush a ship. It was here the mythical sea-serpent,

Whose horrid head rose high above the spray,
Like the prow of Thor's barque off Vinland bay,

'Twas here it had its home and its origin, and from this, its impenetrable labyrinth of tangled meshes, made its frightful visits to the hardy crafts that navigated the neighboring waters.

Looking over the map of the magnificent West you will find, commencing at Fort Reilly, a line of military posts extending to Casper and beyond: Fort Larned, Fort Sedgwick, Fort Laramie, Fort Casper, Fort Phil. Kearney, Fort C. F. Smith, and Fort Reno. These were some of the outposts of American civilization — the pickets of the great army of toilers that were following, whose vanguard was already filling their market baskets from the rich soil of Kansas.

The sea of Sargasso was to be explored. Industry marching on the American Desert. They camped upon the sites of future cities, and hunted where now the homes of thrifty millions dot the plains and valleys.

While it is true that the greatest number of those pioneers was from the western and southern States, yet many were hardy New Englanders, who had pushed West to its furthest limit, and joined the invaders, whose pluck, endurance, energy, skill and industry converted millions of acres from waste to teeming plenty, and made a happy, prosper-

ous people. The West is aggressive, and therefore progressive. When they had subjugated the plains and bound them in bands of steel, that their commerce may reach the seaboard, then they attacked the mountains, where the treasures of primeval America were stored, secreted in the carbonate and buried thousands of feet below the grass roots.

These things had happened since the tragedy at Sweetwater in '67, and of which I was about to relate.

The commanding officer at Fort Casper had sent two soldiers and a non-commissioned officer—a corporal's guard—to protect the operator at Sweetwater, and to defend the station if attacked. When, as I have already stated, he had reported that a band of about fifty Cheyennes had encamped close by, we had reason to be anxious. Later he mentioned in a telegram that they appeared quite friendly, and desired to trade furs and robes, of which they seemed to be rich, for flour and coffee. This intercourse continued during the day. Late in the afternoon, and during the evening, Casper was again called up by Sweetwater, who expressed his suspicions of the Indians' intentions. They had foolishly permitted them to enter their quarters on the pretensions of friendship. We cannot always tell when we entertain an enemy. Immediately after this intelligence had arrived came a disconnected jumble of words, having no meaning, with the tremble of excitement upon their haste. Suddenly it all stopped, like the paying off of a harpoon line when the keen ax severs it on the gunwale. From Sweetwater we read no more that night.

(Continued.)

T. V. POWDERLY has published a work entitled "Thirty Years of Labor," in which the labor movement is sketched during the past quarter century.

A Great Railroad Bridge.

Description of the Most Imposing Bridge
in the World.

[From the Scientific American].

We give a general view of this most remarkable structure, which has lately been completed, and is now receiving the finishing touches, preparatory for opening for travel.

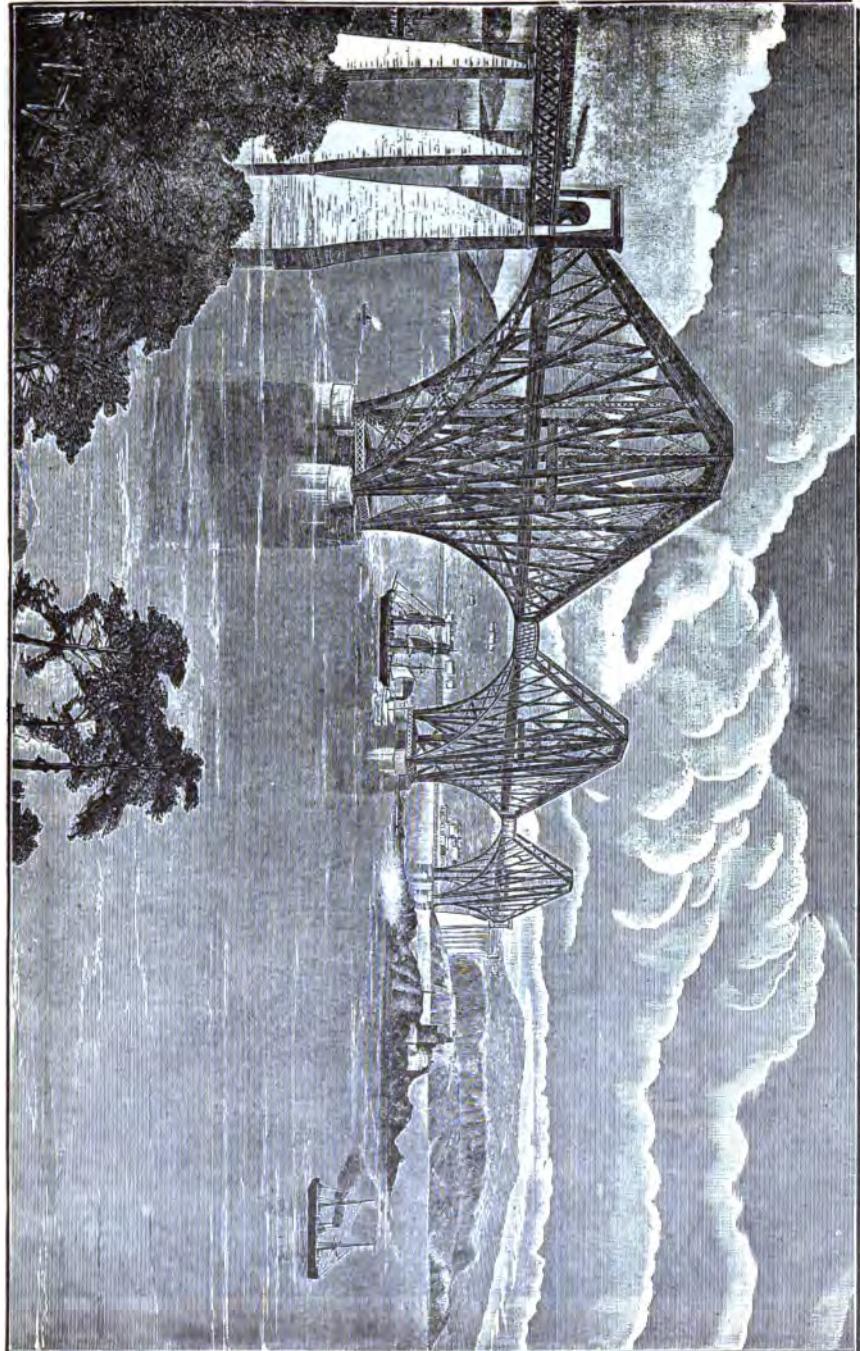
The Forth Bridge is the most important link in the direct railway communication which the North British Railway and their allies, the Midland Railway Company and the East Coast Companies—the Great Northern and the Northeastern Railway Companies—are seeking to complete between Edinburgh on the one hand and Perth and Dundee on the other, which will enable them to compete with the West Coast Companies for the North of Scotland traffic on equal if not more favorable terms.

It was in 1882 that the plans were adopted. The total length of the viaduct is 8,296 feet, or nearly 1½ miles, and there are two spans 1,710 feet, two of 680 feet, fifteen of 168 feet girders, four of 57 feet, and three of 25 feet being masonry arches.

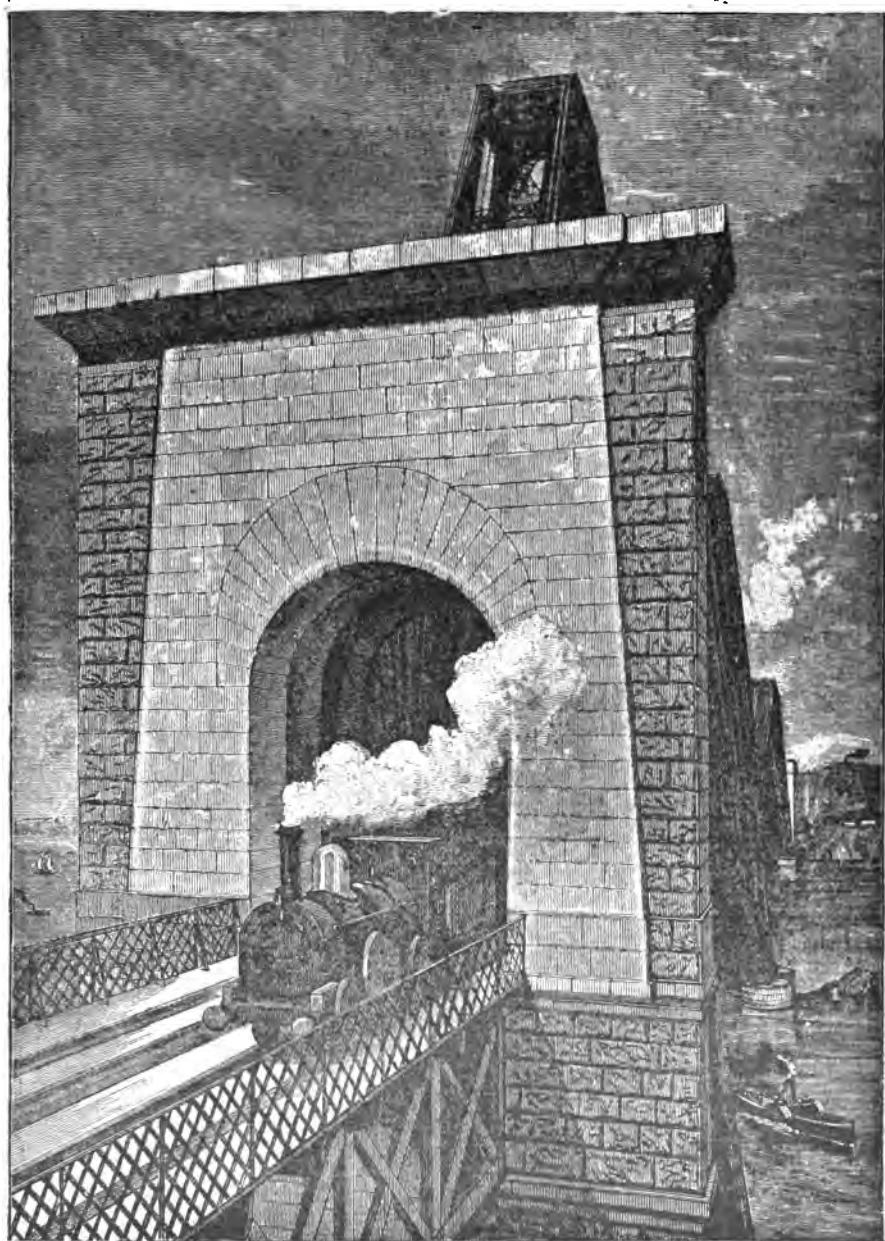
The clear headway for navigation is 150 feet for 500 feet in the center of the 1,710 feet spans. The extreme height of the structure is 361 feet above and the extreme depth of foundations 91 feet below the level of high water.

There are about 53,000 tons of steel in the superstructure of the viaduct, and about 140,000 cubic yards of masonry and concrete in the foundation and piers.

The main piers, three in number, consist each of a group of four masonry columns, faced with granite, 49 feet in diameter at the top, and 36 feet high, which rest either on the solid rock or on concrete, carried down in most cases by means of caissons, of a maximum diameter of 70 feet, to the rock or boulder clay,



THE FORTH BRIDGE—GENERAL VIEW. (See Page 74).



THE FORTH BRIDGE—END VIEW. (See Page 74).

which is of almost equal solidity. The stresses to be provided for are those arising from the weight of the structure itself, the rolling load, and wind, as well as from change of temperature.

The rolling load had been taken as one ton per foot run on each line of rails over the whole structure, or a train on each line consisting of sixty short coal trucks of 15 tons each, headed by two locomotives and tenders, weighing in the aggregate 142 tons.

The wind pressure provided for is a pressure of 56 pounds per square foot, striking the whole or any part of the exposed surface of the bridge at any angle with the horizon, the total amount on the main spans being estimated at nearly 8,000 tons.

* * * * *

The superstructure of the main spans is made up of three enormous double cantilevers resting on the three piers before mentioned. Those on the shore sides are 1,505 feet, and that on Inch Garvie (an island fortuitously dividing the deep water space into two channels of nearly equal width) is 1,620 feet in length. The effective depth over the piers is 330 feet, and at the ends 35 feet. The center portions of the two 1,710 foot spans on each side of Inch Garvie are formed by two lattice girders 350 feet in length and 50 feet deep in the center and 37 feet deep at the ends.

The compression members of the cantilevers are, as a rule, formed of tubes either circular in form or circular with flattened sides.

The tension members are girders quadrangular in section. The booms at their corners take the strains, and the vertical and horizontal bracing of the sides keep them stiff against the effects of their own weight and wind respectively.

The steel was delivered at the works in plates cut nearly to size

and as angle bars of various sizes and lengths.

Plates which had to be bent or shaped were so treated at a red heat in hydraulic presses with moulds of special construction, and all edges planed.

The plates and bars, whether composing circular members or the booms of the girders, with all the required covers, etc., were, as a rule, assembled in their exact positions, and operated upon by drills of special construction, which, traversing their whole length, bored nearly all the holes required for the riveting.

The Question of High and Low Wages.

A Discussion Between The Rt. Hon. W. E. Gladstone and the Hon. J. G. Blaine.

[Extracts from the North American Review for January.]

MR. GLADSTONE:

Admitting that we see in the United States a coexistence of high wages with protection, but denying the relation of cause and effect between them, I may be asked whether I am prepared to broaden that denial into an universal proposition and contend that in no case can wages be raised by a system of protection.

My answer is this: A country cannot possibly raise its aggregate wage fund by protection, but must inevitably reduce it. It is a contrivance for producing dear and for selling dear, under cover of a wall or fence which shuts out the cheaper foreign article, or handicaps it on admission by the imposition of a heavy fine. Yet I may for the moment allow it to be possible that, in some particular trade or trades, wages may be raised (at the expense of the community) in consequence of protection. There was a time when America built ships for Great Britain; namely, before the American Revolution. She now imposes heavy duties to prevent our

building ships for her. Even my own recollection goes back to the period, between sixty and seventy years ago, when by far the most, and also the best, part of the trade between us was carried in American bottoms. Mr. McKay refers in his letter to a period before the war when she could compete with British labor, but when, as he informs us, your shipwright was paid six shillings a day, whereas now he has fourteen; which means that, as the profits of capital are not supposed to have declined, the community pays for ships more than twice as much as it used to pay, and your ship-builders do a small trade with a large capital instead of doing (as before) a large trade with a (relatively) small capital.

I will not now stop to dilate on my admiration for the resources of a community which can bear to indulge in these impoverishing processes; nor even to ask whether the shipwright in the small trade has the same constancy of wage as he had in the large one, or whether his large receipt is countervailed by his large outlay on the necessaries and comforts of life. But I will look simply to the question whether protection in this case raises wages. I do not undertake to say it is, in a limited way, impossible. If it be true, the steps in the process are, I conceive, as follows: America absolutely requires for her own use a certain number and tonnage of vessels. Congress lays such duties upon foreign ships and materials that they shall not be obtained from abroad at less than double the price at which they are sold in the open market. Therefore the American ship-builder can force his countrymen to pay him any sum, not exceeding two prices, for his commodity. The remaining point is the division of the amount between the capitalist and the workman. That is governed by the general state of the labor market in the

country. If the labor market, although open to the world, is insufficiently supplied, then the wage-earner may possibly, in a given case, come in for a share of the monopoly price of ships. If the hand-work be one requiring a long apprenticeship (so to call it), and thereby impeding the access of domestic competitors, this will augment his share. Then why not the like, some one will ask, in all cases? Because the community in the given case pays the price of the monopoly—that is to say, throws the price to waste, and because, while a trader in a multitude of commodities may lose upon one of them, and yet may have a good balance-sheet upon the whole, he must not and cannot lose upon them all without ceasing to be a trader; and a nation, with respect to its aggregate of production, is as a single trader.

Without, then, absolutely denying it to be possible that in some isolated and exceptional cases there may be a relation between protection (and all protection, so far as it goes, is monopoly) and high wages, I contend that to refer generally the high rate of wages in the United States to this cause would be nothing less than preposterous. And on this part of the case I desire to propound what appears to me to be in the nature of a dilemma, with some curiosity to know how the champions of protection would be disposed to meet it. Let me assume, for the purpose of trying the issue, that one-half of the salable products of the United States are agricultural and one-half manufactured, and that the manufactured moiety are covered by protection, while the agricultural half, since they are articles of large export, bear only such a price as is assigned to them by foreign competition in the markets where they are sold. I take this rough estimate for the sake of sim-

plicity, and in the same view I overlook the fact that the sugar which you grow is still covered, as it used to be covered, by an operative protection. One-half, then, of American labor enjoys protective wages; the other half of the products of the United States is furnished by mere "free-trade toilers." Now, I want to ask whether the wages of the agricultural half are raised by the existence of protective laws which cover the artisan half. This you cannot possibly affirm, because it is an elementary fact that (given the quantity of labor in the market) they are governed by the prices of the commodities they produce, and that those prices are free-trade prices. You have "free-trade toilers," all over your country, and by their side you have protected artisans. I ask, then, next, this question: Is the remuneration of the "free-trade toilers," all things taken into account, equivalent to that of the protected artisans? If it is not, why do not the agricultural men pass over into the provinces of demand for manufacturing and mining labor, and, by augmenting the supply, reduce and equalize the rate? Which is like asking, How comes it that a man is content with one loaf when two are offered him? The answer would be, He is not content: whenever he can, he takes the two and leaves the one. It follows that in this case there exists no excess of wage for him to appropriate. The loaf, meaning by the loaf not a mere money rate, but that money rate together with all its incidents of all kinds, is equal as between the protected and the unprotected laborer. The proportions of the two kinds of labor are governed in the long run (and perhaps in America more certainly and rapidly than anywhere else) by the advantages attaching to each respectively. In other words, the free-trade wages are as good as

the protected wages: and (apart from small and exceptional cases) the idea that protection raises the rate of wages on any large scale or in any open field is an illusion.

But I proceed to consider the vast exceptional advantages which as a country the United States enjoy; which enable them to bear the process of depletion that, through the system of protection, it is their pleasure to undergo, and which for them cause the question to be one not of absolute retrogression, but only of hampered and retarded progress.

MR. BLAINE:

With great confidence, Mr. Gladstone proposes to carry the war for free trade into the enemy's country. Perhaps the enemy, who are only modest Protectionists, may embarrass the march of his logic with a few pertinent questions, or at least abate the rate of speed which he proposes for his triumphant movement. I shall not give counter-theories. I shall only cite established facts, and allow the facts to establish their own theories:

1. John Edgar Thompson, late president of the Pennsylvania Railroad Company, purchased one hundred tons of steel rails in 1862 at a price (freight paid to New York; duty of 45 per cent. unpaid) of \$103.44 gold coin. (By way of illustrating Mr. Gladstone's claim to superior quality of manufactures under free trade, the railroad company states that many of the rails broke during the first winter's trial.) In 1864 English rails had fallen to \$88 per ton in New York, the freight paid and the duty unpaid. English manufacturers held the market for the ensuing six years, though the sales at the high prices were limited. In 1870 Congress laid a specific duty of \$28 per ton on steel rails. From that time the home market has been held by our own manufacturers, with a steady annual fall in

price, as the facilities of production increased, until the past summer and autumn, when steel rails were selling in Pittsburg, Chicago, and London at substantially the same prices. Does any Free-Trader on either side of the ocean honestly believe that American rails could ever have been furnished as cheaply as English rails, except by the sturdy competition which the highly protective duty of 1870 enabled the American manufacturers to maintain against the foreign manufacturers in the first place, and among American manufacturers themselves in the second place? It is not asserted that during the nineteen years since the heavy duty was first established (except during the past few months) American rails have been as cheap in America as English rails have been in England, but it is asserted with perfect confidence that, steadily and invariably, American railroad companies have bought cheaper rails at home than they would have been able to buy in England if the protective duty had not stimulated the manufacture of steel rails in the United States, and if the resulting competition had not directly operated upon the English market.

2. English steel for locomotive tires imported in 1865, duty paid, was thirty-four cents per pound in gold. The American competition, under a heavy protective duty, had by 1872 reduced the price to thirteen cents per pound, duty paid. At the present time (1889) American steel for locomotive tires, of as good quality as the English steel formerly imported, is furnished at four and three-quarter cents per pound and delivered free of cost at the point where the locomotives are manufactured. The lowering of price was not a voluntary act on the part of the English manufacturer. It was the direct result of American competition under a protective duty—a

competition that could not have been successfully inaugurated under free trade.

3. In the year 1860, the last under a free-trade policy, the population of thirty-one millions in the United States bought carpets to the amount of twelve millions of dollars. Nearly half of the total amount was imported. In 1888, with a population estimated at sixty-three millions, the aggregate amount paid for carpets was nearly sixty millions of dollars, and of this large sum less than one million was paid for foreign carpets and about half a million for Oriental rugs. Does any Free-Trader in England believe that the United States, without a protective tariff, could have attained such control of its own carpet manufacture and trade? It will not be unnoticed, in this connection, that under a protective tariff, the population, by reason of better wages, was enabled to buy a far greater proportion of carpets than under free trade. Nor must it escape observation that carpets are now furnished to the American buyer under a protective tariff much cheaper than when a non-protective tariff allowed Europe to send so large a proportion of the total amount used in the United States.

These illustrations might be indefinitely multiplied. In woolens, in cottons, in leather fabrics; in glass, in products of lead, of brass, of copper; indeed, in the whole round of manufactures, it will be found that protection has brought down the price from the rate charged by the importers before protection had built up the competing manufacture in America. For many articles we pay less than is paid in Europe. If we pay higher for other things than is paid across the sea-to-day, figures plainly indicate that we pay less than we should have been compelled to pay if the protective system had not been adopted;

and I beg Mr. Gladstone's attention to the fact that the American people have much more wherewith to pay than they ever had or could have had under free trade.

Mr. Gladstone boldly contends that "keeping capital at home by protection is dear production, and is a delusion from top to bottom." I take direct issue with him on that proposition. Between 1870 and the present time considerably more than one hundred thousand miles of railroad have been built in the United States. The steel rail and other metal connected therewith involved so vast a sum of money that it could not have been raised to send out of the country in gold coin. The total cost could not have been less than five hundred millions of dollars. We had a large interest to pay abroad on the public debt, and for nine years after 1870 gold was at a premium in the United States. During those years nearly forty thousand miles of railway were constructed, and to import English rail and pay for it with gold bought at a large premium would have been impossible. A very large proportion of the railway enterprises would of necessity have been abandoned if the export of gold to pay for the rails had been the condition precedent to their construction. But the manufacture of steel rails at home gave an immense stimulus to business. Tens of thousands of men were paid good wages, and great investments and great enrichments followed the line of the new road and opened to the American people large fields for enterprise not theretofore accessible.

I might ask Mr. Gladstone what he would have done with the labor of the thousands of men engaged in manufacturing rail, if it had been judged practicable to buy the rail in England? Fortunately he has given his answer in advance of the ques-

tion, for he tells us that "in America we produce more cloth and more iron at high prices, instead of more cereals and more cotton at low prices."

Railway Speed in Europe.

A controversy has been going on among some of the European papers regarding speed on the railways of the different countries, and on this subject one of them remarks:

The following table shows the average speed of fast trains in different European countries, and shows that Germany does not by any means occupy the first rank.

COUNTRY.	Speed per hour in miles.—	
	Including stops.	Without stops.
Great Britain.....	41.7	44.6
France.....	32.8	36.2
Holland.....	32.5	35.0
Belgium.....	31.8	33.5
North Germany.....	31.8	34.3
South Germany.....	31.2	33.0
Austria-Hungary.....	30.0	32.0
Italy.....	29.5	31.8
Russia.....	29.0	31.7

The inferiority of Germany in this point of view finds a marked expression, if we compare the speed of the great Oriental express, which runs between Paris and Constantinople, passing over the railroads of a number of European countries, including Germany. This train is the fastest long distance express run in Europe, and from the time-table the average speed in the different countries is as follows: In France, 40.5 miles per hour; in Germany the speed varies in different sections, being in Alsace Lorraine, 32.5 miles; in Baden, 35.5 miles; in Wurtemberg, 30 miles; in Bavaria, 33.7 miles. In Austria the average speed is 33.5 miles; in Hungary, 34 miles; and in Roumania, 32 miles. This comparison, it will be seen, is not altogether to the advantage of the German lines.

In this connection some comparison may be made of the passenger tariffs in different countries. From this it appears that the lowest charges, both for first and second class passengers, are in Belgium, Holland coming next, then Germany, then France, then Austria-Hungary. England and Italy charge the same fare for first-class passages, but the English second-class is considerably lower than the Italian. The highest fares in Europe are in Russia. Third and fourth-class fares are not included in this system, as those classes of passengers are not generally carried on the fast express trains.

Humor.

"A little nonsense now and then
Is relished by the wisest men."

**The First Switch Engine in Denver.
(The Frog).**

MAKING A FLY.



TAKING THE "ENGINE" OVER THE FOOT BRIDGE.

Yardmaster—"Smarter, Bill; can't you make him release?"

Bill O'Rourke, the Engineer—
"Push ahead there till I get a little slack; 'f they don't start then, we'll bleed 'em."

BROTHERHOOD SECRETS are leaking out. Everybody has the gripe.

ONE of our esteemed exchanges has added a humorous department and closes the announcement by saying: "The following columns is the Humorous Department."

There is nothing like putting a label on such things. Some of the careless readers might have taken it for the Obituary Department.

WHILE the "Waifs of New York" held the boards in Galesburg recently, a little girl in the audience heard "Willie" call the policeman "McGinty," and she became intensely interested in the blue coat and brass buttons, much to the amusement of

those near her: "Papa, is that McGinty, sure enough?" "I guess so." "But, papa, is it the *real* McGinty?" "O, I suppose so." "Papa." "Well?" "Is that his best suit of clothes?"

"WHEN lovely woman throws a rock
A contumacious hen to scare,
It gives the artistic eye a shock
To mark her attitude and air.
But be not to your danger blind
Should you be beside her then;
At once a place of safety find;
That is to say—stand near the hen."

Theological Philosophy.

Rev. Eli Soote, a colored parson, has considerable trouble in collecting his salary from the delinquent members of his flock. Jim Crow, in particular, shows a great deal of delicacy in paying his pew rent. Not long since Soote met Jim and tackled him on the subject.

"See, heah, Jim, you hasn't paid up for two munfs. Doesn't yer know dat does who serbs at de altar mus' lib by de altar?"

"Dat's so, my belubbed pasture, but dar am ernudder text in der Bible what am in conflic' wid dat ar."

"Whar did yer find 'em?"

"I searched de Scripters an' found 'em. I'se one ob de sheep ob yo' flock, ain't I?"

"You is, Mr. Crow, but I feels you am one ob de black sheep."

"Kinder strikes me yer ain't no strawberry blonde yerse'f; but ain't de commandment gibben ter de shepherds and pastures ob de flock, 'Feed my sheep?' an' heah yer comes to me—one ob de sheep—an' wants ter be fed, you old blackened sepulchum. Ef yer means to bide by de Bible, why doan yer lead dis hear sheep inter er iceter saloon an' set up er dozen on de half shell? De good book says 'feed de sheep;' but you do nuffin but shear 'em. Whar did yer read, 'shear my sheep?' Go home, ole man, an' sarch de Scripters, 'stead of nosin' 'erbout fer money whut I'se earned by de swet ob my brow."—*Siftlings*.

Woman's Department.

In the recent election of School Board in Boston, over six thousand ladies cast ballots.

THE veil is said to have originated with the Hebrews, and was made of silk instead of lace.

THE color of the Eiffel tower will have its influence in the world of fashion. Its brownish red will be conspicuous in French novelties this season.

MRS. ELLEN M. GIFFORD, of New Haven, has given over \$116,000 to institutions and societies for the prevention of cruelty to animals. \$30,000 of it was donated to a home for suffering animals in Boston.

We desire to again call attention to the necessity of sending all contributions for the Woman's Department directly to this office. They must reach Galesburg early in the month to appear in the following issue.

CONTRIBUTIONS of several pages must possess unusual merit to be accepted. Observe that no long articles now appear in the JOURNAL. We prefer those which make less than a page in print, and which never exceed two pages.

THE TRAINMEN'S JOURNAL has undertaken to present each month the portrait of a remarkable woman. It is not possible, of course, to always give our readers the likeness and sketch of a woman conspicuous in labor circles. Such an undertaking would not only be impossible, but would confine us to a circle too limited to be thoroughly interesting. The intention is to have the range of subjects such as will give the life and variety that is pleasing.

Advice for American Women.

"I say to American girls who want to marry English dukes and marquises, earls and barons, lords and honorables and sirs, preserve your beauty; wear your veils and broad brimmed hats; keep out of the sun and wind; dread tan and freckles as you would the bite of a rattlesnake; retain your peach-like skins and your fragile figures. English dukes and marquises, earls and barons, lords, and honorables, and sirs, have enough bronze, leather-faced young women to choose from in England without wanting any more from America. Give up tennis, unless beneath a wideawake, and even then just think of your poor hands! A backhander which skins the net may cause you a thrill of delight, but it adds to the circumference of your wrist every time.

* * * * *

"It is my belief that in their endeavor to be rough and manly, brawny and brown-skinned, the American girls are overdoing it. It is a fad that will soon fade. It is too hot to last. There is really no stay in it. Unaccustomed to exercise, as exercise and for exercise's sake, these American girls will presently tire of their muscle and brown skins. Muscle and brown skins will then cease to be the fashion, and the pale faces and pink-and-white complexions will 'come in' again. In England, however, there will be no change."—[A London Press Correspondent.

It is fortunate for American women that the writer of the above advice lived to get across the Atlantic. Had anything prevented him studying the tastes of English noblemen American girls might have gone on indefinitely taking a little exercise, venturing out into the open air, and occasionally allowing a stray sunbeam to peep into their windows.

It is quite unfortunate this information didn't come months ago. The young women have been encouraged to ride and row and tramp through the woods, and even to play tennis, never dreaming, poor things, that it is dreadfully coarse and vulgar to increase the strength and circumference of their white wrists. They have even ventured to become florists and cultivate roses in the greenhouse without suspecting that it was foolish to bring the roses of health to their cheeks. And more; they have even dared to be gardeners

and actually take right hold of a common hoe and massacre the weeds in an onion bed. Ugh! The horrid creatures! And all this time they were unconscious of the fact that this was all wrong—that it is not what English nobility wants them to do, at all. This is a truly dreadful state of affairs and must be stopped instanter. The JOURNAL hastens to assure the London correspondent that the advice is fully appreciated on this side of the pond, and that it will leave nothing undone to hasten the "pink-and-white" millennium. And venturing to speak for the ladies, we further assure him that their only desire is to please Englishmen, and that the ambition of their lives is to lessen the frowns of English disapproval. In fact they don't give any other excuse for being in existence at all.

The correspondent may rest assured that all these awful practices will be promptly stopped. He did the proper thing by springing right into the gap. These relics of barbarism must be stamped out. Tennis must be tabooed. The side-saddle must go. The hoe must be everlastingly banished. It may be a little unpleasant for the girls to stay out of the open air all the time, but they will have it to do. It may seriously injure their health, but that is a small matter if they can win an English smile. It may kill half of them off. What of it? The survivors will be sure of "pale faces and pink-and-white complexions," and it shall be done. Just let the nobility have a little patience and feminine barbarism over here will get a black eye.

A WOMAN with a record is Mrs. Emma Bull, of Maple, Maine, now ninety years old. She was one of the first settlers on the Aroostook river, and during the first three months did not see even an Indian woman.

ELIZABETH BISLAND.

On the opposite page we present the portrait (recently published by Leslie's) of a young woman who has performed a remarkable feat. Without employing any unusual mode of conveyance—without chartering any fast special trains or using any other than the ordinary mode of transportation at the command of every traveler, and being subjected to the same delays as the regular tourist, she circumnavigated the globe in seventy-five days—the best record ever made without employing special facilities. In this remarkable trip the courageous young woman traveled entirely alone, and whiled away her time by preparing a description of what she saw and learned, for publication in the *Cosmopolitan* upon her return.

Miss Bisland is a native of the South, and made her first appearance as a writer by occasional sketches in the New Orleans newspapers. After attracting some attention by literary ability she went to New York city about three years ago and became a contributor to a number of excellent publications. About three months ago the *Cosmopolitan* made an arrangement whereby her entire time is to be devoted to that rising star in the literary firmament, and her first work written while circumnavigating the globe, will be eagerly awaited by everybody who longs to see the strange sights of foreign countries as pictured by her pen.

The Tobacco Habit. [Written for the JOURNAL.]

In my January letter I wrote of the tobacco habit in the realm of childhood, and referred to it as an infantile habit. I wish now to deal



MISS ELIZABETH BISLAND.

(See Biographical Sketch, Page 84.)

with the subject as it is found in manhood, and to begin with I shall call it a savage habit. By this I do not mean that it makes the victim vicious, but that it is in reality a savage habit, and was brought back to Europe by the early explorers in America, who found the practice of smoking common among the savages of the new world. We should not forget that the tobacco plant is native to American soil, and that its use was unknown among civilized people before the time of Columbus. It is therefore a purely savage habit.

The fascinating power of this habit is something marvelous, and is well measured by its rapid spread. It was not, I think, until about the middle of the 16th century that it was introduced into Northern Europe, and yet before the dawning of the 17th it had established itself in almost every part of the world, and at present has a firm hold on both civilized and savage peoples in every habitable spot of the globe. In this triumphal march it encountered the most determined opposition. Kings forbade its use, popes declared against it and sultans placed it under the ban of prohibition. So determined was the crusade against it that in the latter part of the 16th century smokers in the Sultan's dominions were sentenced to the most cruel modes of death. But despite all this the custom continued to spread like an epidemic, and at this day it seems as though the only possible hope of emancipating mankind from the tobacco slavery is to rightly educate the boys, and warn them of the dangerous power of the nicotine fiend before it has seized them in its relentless clutches.

Some of my masculine readers may think I am drawing a far-fetched indictment and making much ado about nothing. But I beg leave to remind them that it is the feminine

portion of humanity that suffers most for the tobacco sins of others. What right has a man to pollute himself with a poison the very odor of which makes his wife sick? Who wants for a constant companion one whose breath is laden with those disgusting fumes? But thousands of women have no escape from hourly association with the intolerable weed. It does not matter how careful the tobacco chewer may be, the evidence of his vice will be visible in his abode. But if he smokes the weed the offense is aggravated, for then the entire premises, as well as himself, reek with the offensive odor. And what lady has not suffered from the use of tobacco in public? On the streets she is not free from it, and upon the steps of our public buildings her skirts must sweep in the filthy expectorations of the nicotine victim. In theatre, in ballroom, and even in church she is not free from danger of contact with the results of the universal habit. The floors of our street cars and the floors of our postoffices are sometimes in such a condition that it is necessary to almost wade in passing through them. But why multiply instances? Everyone knows that I am reciting but common facts of daily occurrence. No spot is too sacred for the indulgence of the tobacco habit, and it is a shameful fact that many of our national monuments and buildings, and especially the beautiful marble steps of the Capitol building at Washington are ineffaceably stained with tobacco.

But I fear that I am trespassing, Mr. Editor. I observe your timely warning to correspondents to be brief, and I doubt not that by this time you are receiving bundles of contributions. I will therefore close abruptly, and promise to keep my subject better in hand in concluding the tobacco article in March.

FAY WINWOOD.

Report of the Ladies' Auxiliary.

FOR ALL INTERESTED:—We do hereby submit an annual report of the Grand Lodge of the Ladies' Auxiliary to the Brotherhood of Trainmen. The question of forming an Auxiliary to the B. of R. B. was agitated by the ladies of Fort Gratiot, in March, 1888.

Prior to the convention held at Columbus, Ohio, in the fall of '88, an application was forwarded the Grand Lodge of the Brotherhood, petitioning them for the privilege of forming an Auxiliary in connection with their worthy organization. The matter was discussed by said lodge, which then authorized the Grand Master of the Brotherhood to organize a lodge of the Ladies' Auxiliary to the Brotherhood of Railroad Brakemen upon application of not less than twenty-five members.

Having conformed with said requirements, S. E. Wilkinson, Grand Master, organized a lodge of the Auxiliary at Fort Gratiot, Michigan, January 23d, 1889. The following officers were then installed:

Mrs. Sophia J. Granger.....	Grand Mistress
Mrs. Ella P. Hunter.....	Vice Grand Mistress
Mrs. Amy Downing.....	Grand Secretary
Mrs. Sadie Smith.....	Grand Treasurer
Mrs. Bessie Shunn.....	Board of Grand Auditors
Mrs. Gertrude Hill.....	
Mrs. Ada J. Gould.....	

The following Lodges have since been organized under jurisdiction of the Grand Lodge:

No. 1, Golden Star.....	Fort Gratiot, Mich.
No. 2, Star.....	Perry, Iowa.
No. 3, Central Star.....	Amboy, Ill.
No. 4, Fidelity.....	Chicago, Ill.
No. 5, Rising Sun.....	Elkhart, Ind.
No. 6, Plymouth.....	West Springfield, Mass.
No. 7, Mt. Whitney.....	Tulare, Cal.
No. 8, Rescue.....	Chillicothe, Ill.

Communications are received daily, asking for information relative to organizing Lodges of the Auxiliary; such communications are always gladly received and answered promptly. If our esteemed brothers would only give this matter due atten-

tion, they would soon realize the good resulting from our organization, and every Lodge of the Brotherhood would be desirous of having an auxiliary connected with them.

Our receipts for the year ending December 31, 1889, amounted to \$359.15, of which amount we have received liberal donations from the following lodges of the Brotherhood:

- Salt Lake Lodge, No. 68.
- A. E. Dunbar Lodge, No. 142.
- Miami Lodge, No. 273.
- Delaware Lodge, No. 123.
- Good Will Lodge, No. 106.
- Baraboo Lodge, No. 177.
- John R. Leggett Lodge, No. 259.
- Bradford Lodge, No. 228.
- St. Clair Lodge, No. 241.
- Puget Sound Lodge, No. 196.
- Big Springs Lodge, No. 280.
- Evergreen Lodge, No. 81.

We also received a donation in consequence of a Union meeting held at Denison, Texas. We tender said lodges a vote of thanks, and assure them that their aid has been worthily bestowed.

Our disbursements for the past year have been large, owing to the printing of supplies and other Lodge necessities. The balance in our treasury at said date is \$69.19. We hope this report will meet with the approval of all interested in the welfare of the Auxiliary, and be the means of adding many names to our roll of membership.

It is our desire to hold a convention some time within the ensuing year, and to accomplish this desire it is necessary that our membership should increase. We hope the new year will be one of advancement for both organizations.

Wishing you all a bright and prosperous new year, with feelings of love and esteem, we sign

Yours in the cause,

MRS. SOPHIA J. GRANGER,
Grand Mistress.

MRS. AMA A. DOWNING,
Grand Secretary.

Extracts from Birdie's Diary.

Some Valuable Hints on Housekeeping.

She was the sweetest little girl in the whole city and when she and George were married, the wedding was one of the most brilliant social successes of the season. After they had settled down to housekeeping in an elegant new house, Birdie concluded to keep a diary, and happening to peep inside of it one day we copied the following quaint and curious extracts:

May 10.—George said last week that we must economize, for trade seemed to be paralyzed. It is funny that trade should have waited till we got married and then get paralyzed. But we must do all we can, George says, to save our money; I am trying every way to save what he makes.

May 13.—For three days I have been making my husband a pair of the cutest night-shirts that anybody ever saw. They are long and graceful and trimmed with pink embroidery. George put one of them on last night and we had our first harsh word.

George said that anyone with brains enough to soil a silk handkerchief ought to know that the buttons should be on the right side.

I also made a mistake in putting in the sleeves, so that they pointed back into the dim past. George said he felt all the time as if he had been turned around in a cyclone, and that while struggling to peer into the future his arms were striving to lay hold on the dear, dead past. He can be quite eloquent when he feels like it, and he writes just too lovely for anything for the papers, and those who have read his pieces say he is bound to be one of the most brilliant amateur writers some day. I think nobody can equal him now.

May 15.—I can see now that if I had put in more time at home in

learning to sew and cook, and less time thumping a piano and studying elocution it would have been better for George. Poor, dear George, I believe I love him more and more every day and I am going to commence learning everything right away for his sake.

May 17.—Yesterday I bought a little red receipt book of a pleasing young man who called at the door. The book is a very useful one and is bound in the same color of my new dress. It tells how to make custards, blanc manges and floating island. It also tells you in the back part how to cure heaves, glanders and botts. I can hardly wait till George gets the botts so that I can bring out my little red volume and win him back to life and joy again. It also gives away other information. Any one with this book in the house can go to work and take a person right through a long siege of croup or yellow fever without a doctor, and there is a whole lot of law in it so that George can use it in his business and we won't ever have to have a doctor either. Why will people fritter away their money on doctors, when they can get one of these books so cheap?

May 20.—George promised me last night that I could have a new dress. I know what kind I will have. It will be of white flannel, trimmed with wide bands of white satin, and white hat to match, I know that will look lovely. He is a dear.

I bought some rhubarb at the drug store this morning and to-morrow I will make a couple of pies. George is passionately fond of rhubarb pies. There would be far less connubial unhappiness if wives would study their husbands' wants and supply them, I think.—*Frog.*

MADAM PATTI received for every concert given in London, \$3,500.

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, Editor and Manager.

FEBRUARY, 1890.

THE JOURNAL wants special correspondents in every railroad town of the United States, Canada and Mexico. It is not necessary to be a finished writer. We want people who can briefly state facts as they are, and keep still when there is nothing to write.

A GERMAN editor has been sent to jail for six months because he wrote in a humorous vein about Bismarck's management of the Samoan difficulty. It must be pleasant to live in a country where nobody knows just what he thinks on any subject until he has consulted the chancellor.

ONE of the best signs of the times is the activity of the labor press. The spirited discussions on subjects of much interest to labor are sure to put new life into the members who read them. Every toiler should have in his house two or three good, vigorous, wide-awake publications that are not too "conservative" to have an original idea.

WHEN reading on another page about the greatest railroad bridge of the world, consider well the figures given. The extreme height above high water mark is three hundred and sixty-one feet. This makes the space between the foundation and the highest point four hundred and fifty-one feet. The great pyramid of Egypt exceeds this by only nine feet.

IT is rumored that a syndicate of Berlin bankers will raise a fund of twelve million dollars and build a palace to be presented to the emperor. This is indeed cheerful news. We have often wondered

why some charitable society didn't see that his majesty don't have to sleep outdoors. A man whose income is only nine millions a year is certainly entitled to have the hat passed occasionally; and when it is passed, don't miss the waifs on the streets of Berlin. The little fellows who earn a mark a week selling papers, and who frequently find it necessary to eat but once a day and sleep under a box at night ought to feel like doing something for the government.

ONE of the worst kind of swindlers in the country is the employment agency scoundrel. Every city has a number of these smooth rascals who charge a laboring man two dollars for finding him work, and after pocketing the money send him off on a fool's errand to some other town where he is to report to some contractor who don't exist. Mr. A. P. Geisler, of Pittsburg, prospered at the business until recently, when he got fooled by two policemen dressed as workmen, and he is now on trial for obtaining money under false pretenses. Verily, the way of the transgressor is toward the "pen"—and it is to be hoped that he will succeed in reaching it.

THERE are very few questions of more importance to the laboring man than the question of wages. Good wages means enlarged opportunities—a chance for physical comfort and intellectual improvement. In short, it means a higher civilization for the people who toil. It therefore follows that too much thought cannot be given to matters which bear upon that subject. It has long been a mooted question whether free trade or protection is most beneficial to the laboring people, and the newspapers are constantly setting forth the merits claimed for one or the other, according to their varying beliefs.

These tiresome harangues and timeworn arguments are too old to be instructive; but now come two champions to the front, each a statesman of great repute, and men of such experience and learning that the discussion will interest and instruct everybody who reads it. No labor-

ing man can read the discussion without becoming better informed and able to more fully understand the causes which affect his wages. We take pleasure in being able to present even a limited portion of the article which appears in the *North American Review* for January, and have selected an equal number of pages from each opponent. We make no comment. Let every man read, think and decide for himself.

THERE is just one way to succeed with labor movements. It is for the toilers to work harmoniously together. The man who delights in little insignificant controversies over small things, who likes to find fault about nothing, who insists on displaying personal spite to gratify malice even though it causes discord, is no friend of labor. He may find it to his personal interest to cultivate friendly relations with the toilers and it may be possible for him to make himself conspicuous only by stirring up strife. Such a man is working for himself, not for the advancement of the cause of labor. He may deceive the people for a time but final detection is certain. Let labor beware of men who try to prove their patriotism by attempting to blacken the fair name of others.

DON'T judge the JOURNAL too hastily, and don't suppose for a moment that all the improvements have now appeared and that with this standard the editor is satisfied. A number of persons well qualified to judge have been kind enough to write encouraging letters, and some of them so complimentary as to say that the JOURNAL is now second to no labor publication in the United States. We would gladly believe that this is not overdrawn, but the first two issues do not by any means represent the ideal for which we are striving. Our readers should remember that the editorial work must, under present conditions, occupy but a part of the editor's time, whereas to work to advantage it should occupy it nearly all. The work in the advertising department is very heavy at this time of

the year and the work of energetically pushing the outside circulation is bringing into the office an amount of labor that is simply enormous. The task of securing the personal address of the army of toilers the JOURNAL reaches also requires a very heavy and complicated correspondence. Some idea of the magnitude of this undertaking may be had from the fact that after these names are properly arranged for the printer it has required the labor of two men for more than a month to put them in type, and at this time (Jan. 27) the list is about two-thirds up, the remainder of the JOURNAL agents not having reported.

After the rush is over and the work has been reduced to a system the editor hopes to give much more time to the JOURNAL itself and believes that when he is not obliged to produce copy under pressure with the copy fiend waiting for it at his elbow, he will be able to make the book what it should be.

ORGANIZATION is the source of power for the toilers. The larger the organization and the more intelligent its members, the greater will be its power and the more effective its voice when asking for fair treatment or the correction of abuses.

The Brotherhood of Railroad Trainmen should not be satisfied with organizing the lodges which naturally come to it when the trainmen of their own accord get together and subscribe the money to secure a charter. On the contrary we should push the organization to the furthest possible limit. We should do missionary work upon every hand. We ought to have a lodge in every railroad center, and where we have none take steps to arouse the men to action instead of waiting for some accidental information to drop into their hands. There are at least fifty thousand trainmen who should be in this organization and who can easily be secured by a sensible and energetic policy. The JOURNAL proposes to do its share of missionary work, and with the first issue of 1890 it entered upon a campaign for organization by sending copies wherever they were apt to arouse an-

interest in labor organization. This policy will be continued, and every member is invited to co-operate in pushing the campaign with vigor. If you know of some reliable railroad man in a town where we have no lodge, send his name and full address to the JOURNAL office and we will see that trainmen there have no chance to remain unacquainted with the benefits of organized labor.

Further than this, extend the circulation of the JOURNAL wherever possible. Every new subscriber enlarges the audience we can speak to. Every member should take pride in such work. Your official organ is not a thing to be ashamed of. Place it by the side of any labor publication you can find, and say if it suffers by the comparison. The JOURNAL is positively the cheapest periodical of its class in the United States. The fifty illustrations to appear during 1890 are alone worth the dollar it costs. Let every member take an honest pride in the official organ of the Brotherhood and vigorously assist the management in pushing the circulation.

"AN officer of one of the accident insurance companies asserts that the records show that every freight brakeman in the United States stands one chance in three of being killed within a year."

This may be putting it a little strong, but only a little. It is quite certain that the public does not understand the frightful risks the brakeman is obliged to take hourly on account of the neglect to supply safety appliances and keep rolling stock in good repair. The insurance people thoroughly understand the matter of risk and have the most complete statistics from which to draw their conclusions. That there is truth in the assertion is evidenced by the fact that the insurance companies when accepting a risk on the life of a freight brakeman, charge him almost twenty-five times what they charge people who are engaged in ordinary business pursuits. There are also many insurance organizations which will not insure trainmen at all. The question of risk to life is one which should never be forgotten in determining the value of labor and the wages of the laborer.

Our Aristocracy.

America has no royal blue-blood aristocracy but it has a small army of would-be nabobs who endeavor to ape foreign aristocracy as nearly as their limited brain capacity will allow. We have no Albert Edwards but we have any number of purse-proud autocrats of whom we may mention the Princes Anthracite, Dukes de Railroad, Marquis de Cattle, Viscounts Petroleum, Lords Lumber, Baron de Iron and Counts de la Castor Oil.

Once in a while one of these American aristocrats distinguishes himself by producing a brilliant idea that puts him a little nearer the royal throne. A short time ago His Highness, Prince Anthracite de Railroad le Corbin (we pause here to respectfully assure the distinguished candidate for admission to "The Four Hundred" that only our limited knowledge of his pedigree prevents us giving his full title) ordered the baggagemen and brakemen of his dominion to shave off their moustaches and henceforth to appear with smoothly shaven faces.

Strangely enough a howl has gone up from the American press and the whole country seems to be indignant. Just why the great dailies should object to this is what puzzles us. A number of these same papers have insisted that this magnate has a right to refuse to employ men who belong to a labor organization and that he also has a perfect right to fix the wages of those he does employ, without allowing them to be a party to the bargain. If this is true we should like to know what limit there may be to his power and privileges. Where is the sense in saying that a man may be an autocrat in one direction and not in another? According to the logic of the editors who have hitherto defended the Reading magnate he should be encouraged, not criticised. According to their ideas he has an undeniable right to compel trainmen to shave their faces. And following the argument to its conclusion he has also a right to compel them to shave their heads if he wishes. And why has he not also the right to put on their necks an iron collar

bearing his coat of arms? If he is right in the first instance he would be right in the last. He should also enjoy the privilege of selecting their wives and naming their children. There is nothing like doing a thing up right, if it is to be done at all.

WE have added this month a department which was crowded out of the January number. The page devoted to humor is a permanent feature, and suggestive ideas for illustrations will be acceptable. With the present volume of business in the office, the editor hasn't time to laugh once a month himself, let alone amusing the readers.

A Word to Non-Union Laborers.

Of the non-union laborers into whose hands this issue of the JOURNAL is placed, the editor begs leave to say a few words. Without the least desire to criticize your past course, except for mutual benefit, it is in order to ask why you do not become a member of some labor organization. You must certainly be interested in the welfare of the laboring people, for you are one of them. Whatever promotes their interests directly affects you, and whatever retards them is injurious to you. You certainly have opinions on every subject which concerns you. These opinions do not always agree with your surroundings. There are abuses you would gladly see abolished and wrongs you long to see righted; but you know that you can do nothing alone. Then why not join a brotherhood where your voice and vote will have its weight, and you can assist to carry forward these reforms? Let the question be put in a more serious form: You are a railroad man. Every little while you see a trainman crippled or killed because the rolling stock he handles is devoid of safety appliances. The majority of these deaths can be avoided; somebody is responsible for it going on. If it is allowed to proceed somebody is well-nigh guilty of murder. Who is trying to stop it? The organized railroad labor. They agitated the question so persistently, they denounced the present methods so vigorously that the United

States government was obliged to take the matter up. Why do you not also come to the rescue? Are you doing anything to assist this organized movement? Why do you not join the Brotherhood, swell the number, increase its power and pay dues into its treasury to carry on the campaign and get the matter before the public?

There is another thing to be considered. This crusade against man-killing appliances will be fought and won whether you assist or not. When it is won you will secure the benefits whether you have helped in the work or not. Would you feel just right to accept something you have done nothing to earn? Could you thoroughly enjoy what others have paid for? No, you could not. You would regret that you were not one of the workers who secured the victory.

There are dozens of reasons why you should be one of us, but they cannot be stated in a few paragraphs. You may argue that you are getting along pretty well; that you are receiving as good pay for your work as the union laborer; that when the Company decided to pay \$2 and \$3 per hundred instead of \$1.60 and \$2.40, that you got the same raise. That is true. But why are you getting fair wages? Because the labor on your road is organized. It is the same principle again. You are enjoying something you did not help to secure. The question admits of no argument. There is but one proper place for the toiler to stand, and that is in the ranks of organized labor.

Is It Right to Strike?

In discussing a recent strike of railroad employes, a leading railway publication, which derives its support principally from railroad officials, says "it is late in the day, now that the tendency toward fair and friendly settlement of difficulties between employers and employed by means of arbitration is rapidly increasing, for any class of railway men to establish an organization based upon the principles of warfare to their employers," and follows up the subject by drawing a sharp con-

trast between a labor organization whose constitution recognizes the right to strike and one which has a well-known reputation for opposing, not only strikes in its own affairs, but which seldom loses an opportunity to oppose strikes of other orders when the strike is none of its business.

The entire organized labor of the country may be divided into two classes: the striking and the anti-striking organizations. Either one or the other of these classes is guilty of a serious mistake, and is retarding instead of assisting the labor movement in America. It is impossible that both can be right. If it is wrong to strike, then the constitutions should all prohibit it, but if it is right to strike it ought to be clearly understood.

It is true that there is a "tendency toward fair and friendly settlement of difficulties between employers and employees," and the JOURNAL rejoices that it is so. Furthermore, we unhesitatingly assert that it is the organization of labor on a striking basis that has made it so. An anti-striking order can have no important effect in endeavoring to improve the condition of labor when the advancement desired depends upon the will of the employer. It is wholly impotent. It can petition for the correction of abuses, it can beg for fair treatment, and the employer can do just as he pleases about it. The striking organization, on the contrary, stands in a position to argue the question. It has the strength and the dignity that commands respect—that makes it one of the parties to a bargain. Instead of begging for justice it can demand it.

If it was certain that employers would always do what is right; if human nature was only what we would have it instead of what it is, there could then be no necessity for a striking organization. But until the present condition of affairs is very materially changed, to deny the right to strike (that is, to disarm yourself) would be to acknowledge that you have not the courage of self-defense. It would place labor wholly at the mercy of the men who employ labor.

It is all very well to hail the coming era of reason and arbitration, and no people

will more gladly welcome it than the striking organizations. But it sounds strange to hear a journal declare that it is late in the day to organize on a striking basis because the tendency is toward better things. Why not say to the United States government: It is late in the day to have a standing army, when the tendency of the times is to have a fair and friendly settlement of difficulties between nations? When the tendency develops into an established fact it will be time to organize on a non-striking basis.

Answer for Everybody.

ELKHART, IND., Jan. 24, 1890.

EDITOR JOURNAL:—Am I to understand from your announcement in January issue that two dollars and eighty cents will secure the JOURNAL and also the *Cosmopolitan* one year, and that as I am already taking the JOURNAL I can send you one dollar and eighty cents and get the *Cosmopolitan* a year? If so, please send sample copy of that magazine.

Yours in B. L.

W. A. CLARK.

ANSWER: We reply through the JOURNAL because in that way our reply will answer a number of letters on the subject.

1. The proposition is correct, unreasonable as it may appear. We will furnish the *Cosmopolitan* one year and the JOURNAL one year for \$2.80, and those who are already receiving the JOURNAL (it does not matter whether they are members or not) may deduct one dollar from that price. The *Cosmopolitan* is equal in every respect to either *Harper's*, the *Century* or *Scribner's* magazines. It is beautifully and profusely illustrated and first-class in every particular. This liberal offer is *only* to those who are not subscribers to the *Cosmopolitan*, and good for a limited time. It is made with the belief that all who once read it will continue to read it.

2. We cannot furnish sample copies, as they cost 25 cents each. They can be had at any newsdealer's stand, or by sending the price to the Cosmopolitan Pub. Co., New York City. Subscriptions must be sent to this office. They will not be accepted at the *Cosmopolitan* office for less than \$2.40 per annum.

Tyranny on the Reading.

There is considerable discussion going the rounds of the press on the now famous "beard order," and a difference of opinion as to whether it was an absolute order or a "request." Every railroad man knows that there is no material difference between orders and "requests." A request in such a case is much the same as the polite note sent by the general of a big army to the commander of a feeble garrison requesting his unconditional surrender.

The only question, however, which concerns the JOURNAL, is how the request is received. Some of our contemporaries have been bold enough to say that if it is an absolute order the employees are justified in "kicking." And the JOURNAL desire to add that any man who complies with the outrageous order hasn't a spark of self-respect nor the courage of a mouse. The insolence of that order ought to arouse the honest indignation of every American workman. The man who meekly complies with that order is a slave in spirit and a reproach to his class. The hand that shaves off a beard to comply with that order deserves to wear the shackles.

And what of the would-be Gesler who adjusts his eye-glass and looks adown the line to see if every serf has knelt? Nothing. Just nothing. He is not entitled personally to enough attention to stir the breath of scorn. He has missed his place. His is a soul that belongs to the age of bigotry, long past, and that by some strange freak of heredity crops out at this late day to find itself galled and chafed by looking upon the liberty of the race. There is nothing to fear from this living libel upon humanity. In the dark century to which he belonged he could have made himself felt; but in this day his effort at proscription is as impo-

tent and as ludicrous as though he had placed his puny hands in Niagara's mighty flood and called upon the waters to halt.

A COUPLE of extracts from publications which command attention when they speak, are given below to show the temper of the press regarding the "beard order" on the Reading:

Unless it can be shown that beards in some way lessen the efficiency of the men who wear them the issuance of this order is a nagging, impertinent and wholly arbitrary interference with personal rights by martinet managers who would be much better employed in caring for the comfort and safety of their passengers.

Of course the order will be justified on the plea that beardlessness is a part of uniform. But it is nothing of the kind in the case of railroad men. There is good reason for requiring train hands to wear uniforms. It facilitates business, fixes responsibility, serves convenience. Beardlessness in no way benefits the service, and the order requiring it originates exclusively in the desire of small-minded Jacks-in-office to exercise arbitrary authority over better men.—[New York World.]

Uniformity of clothing on train and station men is desirable in order to distinguish them in the performance of their official duties and also on account of its attractive appearance, but to require a uniformity in the fashion of wearing whiskers seems to the Railway Age to be carrying appearances and discipline altogether too far. To forbid a man to exercise his own taste in regard to the fashion of wearing it, wholly or partly dispensing with the covering which nature has placed upon his face, and the treatment of which plays an essential part in the individuality of each man's appearance, is an invasion of personal and natural rights by an employer which is repugnant to the idea of human liberty. If a man believes that wearing his beard is essential to his health his employer has no right to say that this is nonsense, because every man knows his own feelings and physical condition better than any other man can and has a much better right to demand what is for his own protection and comfort than anybody else has. If superintendent Bonzano has issued an absolute order requiring the removal of the beard on the part of all brakemen and baggage masters, we believe that the employees of the Philadelphia & Reading are justified in "kicking" vigorously against the order as tyrannous and involving a completeness of control by the company of its employees which is not warranted by the terms of their engagement for certain defined work in the service of the company.—[Railway Age.]

Good Words for the Journal.

A flood of sunshine, consisting of cheering letters from our readers, burst into our sanctum a few days after the January number was mailed. It would be unnatural not to be highly gratified at the reception accorded the initial number of the TRAINMEN'S JOURNAL. The large number of these letters precludes the possibility of publishing them. Those from the members of the Brotherhood are characteristic of the writers. A line or two tells their opinion. "I congratulate you," says one. "Struck the true ring," says another. Some others just said, "That's the stuff." And each one of those letters weighed just as much in the editor's opinion as the elaborate one from a literary critic, which covered four pages and reviewed each article.

A number of the letters came from outside the Brotherhood, and are from persons so thoroughly qualified to pronounce judgment on labor literature, that a few brief extracts are printed from some of them :

From the former Editor :

I desire to congratulate you most heartily on the improved tone and appearance of the JOURNAL, the January number of which has just been received. I admire your manly independence and endorse the position you have taken as editor and manager. ED. F. O'SHEA,

Denver, Col.

From a well-known Writer :

I must compliment you upon the appearance and literary merit of the JOURNAL. It is excellent. It is newsy and interesting. It is worthy of you and the young and powerful organization that it represents. The illustrations are a pleasing and instructive feature, and add materially to its value. The trainmen here take great pride in displaying the January issue. Wishing you unlimited success,

I am, sincerely yours,

W. F. HYNES, Denver, Co.

From Grand Master Sargent :

I wish to say that I admire the January issue, and especially the illustrated department, which will be of vast benefit in extending its circulation. I am glad to see you starting out in that department, and I can assure you that it will meet with the approval of your intelligent members and readers. The makeup of the JOURNAL is most excellent. It is a book which the members may well be proud of, and I trust that they will rally

to your support and send in a rousing subscription list from all sections of the country. I was convinced from our conversation while you were here that you would put the JOURNAL to the front, and my convictions have been verified by the appearance of the January number. I note particularly the absence of anything of a trashy nature, also your advice to correspondents, which is timely and good, and I can assure you that your JOURNAL is a welcome visitor at our office.

Yours Fraternally,

F. P. SARGENT,
Terre Haute; Ind.

From the Editor of the *Firemen's Magazine*:

I congratulate you upon the very decided improvement that characterizes your first issue. The January number is a book of special excellence, ably edited and well gotten up, and I hope the members will properly appreciate your work. Considering the circumstances by which you were surrounded your initial number is a triumph of special and commanding significance.

Yours fraternally,

EUGENE V. DEBS,
Terre Haute, Ind.

From a Lecturer and Orator :

The January number of THE TRAINMEN'S JOURNAL is at hand. Its bright, interesting columns warrant me in prophesying for it the prosperity and success the cause it advocates deserves. Nearly four years life on the rail has brought me into close observation and intimate acquaintance with the life, hazardous duties, intrepid bravery, and noble, manly nature of the average trainman. I take a deep interest in their welfare. I am, therefore, proud of their magazine, and wish for it and them unlimited success. My portrait is certainly the best I have yet seen in print. I am, respectfully,

LEONORA M. BARRY,
Philadelphia, Pa.

From Hon. L. S. Coffin, ex-Railroad Commissioner of Iowa :

Allow me to congratulate you on the grand and noble stand you have taken as editor of the JOURNAL. If the issue for this month is the promise of what the following issues are to be, I not only congratulate you, but the entire order of the Brotherhood and all others who may have the pleasure and profit of reading it. I have all along felt very badly because of the large amount of unprofitable matter and murderous attempts at poetry that have filled its pages. Mr. O'Shea had too much other work to do to give the care and labor demanded of an editor. The JOURNAL goes to a class of men who need the very best of editorial ability, and one, too, who has a heart filled with a desire to do the most possible good.

L. S. COFFIN, Fort Dodge, Ia.

Railroad News.

THE D. & R. G. employees' hospital at Salida is to have a library.

CUBAN railroads are ordering locomotives of the Brooks works.

THE New York Central has put on fifty new coaches which will be lighted by gas.

THE Rock Island is said to be looking to the Gulf of Mexico as another termini.

On the first of the year the D. & R. G. switchmen began to draw Chicago schedule wages.

THE C. M. & St. P. has put the block signal system on 130 miles of its lines west of Chicago.

PERU is making liberal grants of land to American syndicates to encourage the building of railroads.

THE cost of repairs on the stone bridge at Johnstown, made necessary by the great flood, is put at \$20,000.

A fast train from Chicago to New Orleans, to cover the distance in about twenty-eight hours, is talked of.

THE Strong Locomotive Company proposes to build a village near Cincinnati on the plan of Pullman, Ill.

THE little railroad across the Panama is said to do about the heaviest business of any line in the continent.

DURING the great snow blockades in the West the Santa Fe has enjoyed an open route over its lines into Frisco.

DECEMBER 4th a south bound passenger train on the Cotton Belt, near Wabbaseka, struck a mule, derailing the engine and injuring Gabe Apperson, engineer, and Chas. Dennis, fireman.

ST. LOUIS claims to be sure of having the extensive locomotive works removed to that city from Rome, New York.

DURING 1890 fifty-seven locomotives are to be added to the Pennsylvania Southwest system. Eighteen of them are to be fast passenger engines, and all of them will be Baldwins.

A PRESS dispatch says that representatives of the K. of L. and the Steam Railroad Men's Protective Union, on the Vanderbilt lines, recently formed a federation at Albany, New York.

A RECENT dispatch says that a syndicate of New York and Philadelphia men have succeeded in purchasing a controlling interest in the Reading, and that they are "hostile to President Corbin." Nobody but Corbin will regret it.

IT is said that the largest railway depot in the world is in Bombay, India. One of the ornaments is a colossal statue representing Progress. Another work of art represents Queen Victoria, surrounded by the figures of Science, Art, Industry and Commerce.

THE excellent time made by the "Nellie Bly" special is said to have led to the determination to put a new vestibule flyer on the Santa Fe from Chicago to San Francisco. February 15 is the date given for the new schedule which an official boasts will be sixty-nine hours.

AT this date the trouble on the Queen & Crescent at Cincinnati is in such shape that nothing definite can be said as to the actual basis on which the difficulty is adjusted. The company has offered to put the discharged men on the pay roll until they have had a reasonable time to secure employment elsewhere.

On the Road.

BRAKEMAN ELMER HERRICK had his right foot cut off Jan. 14.

ON JAN. 6. Fireman Cross was badly scalded at Hood River, Oregon.

MOSSES SNOOKS was killed by falling from his train on the C. & E. I., Jan. 28.

E. AYERS, M. & St. L. Railway, was run over and killed while switching, Jan. 8.

JAN. 7. Switchman M. P. Cody was killed while coupling cars at Albuquerque, N. M.

SWITCHMAN JOHN ROAN was killed on Jan. 7, while coupling cars at Charleston, Ill.

BRAKEMAN M. C. DONLIN, on the N. Y. P. & O., had his right arm crushed Jan. 20.

BRAKEMAN JOHN GREEN was run over at Moore Station, Texas, Jan. 9, and killed.

BRAKEMAN KIFER had his hand crushed Jan. 14, while coupling cars at Pittston, Pa.

ENGINEER JAMES MCGOWAN was instantly killed in a wreck near New Castle, N. B., Jan. 10.

WHILE coupling cars at Danville, Ill., Jan. 27, Ed. Lenon fell and had his leg cut off by the wheels.

JOSEPH PERRY, B. R. T. No. 21, was severely but not dangerously injured at Hazleton, Ohio, Jan. 20.

BRAKEMAN J. C. HUTCHINSON was caught in a frog while switching at Ft. Smith, Ark., Jan. 10, and killed.

A HEAD-END collision on the O. & K., Jan. 3, resulted in the death of Firemen Walter Miller and John Gamble.

JAN. 25. Chas. Farley, B. R. T. No. 311, fell from his train at Hoosic on the Fitchburg road, and had both legs cut off.

FIREMAN PAT KELLY was killed in a wreck on the St. J. & G. I., thirteen miles west of St. Joseph, Mo., Jan. 25.

JAN. 14. two freight trains on the Reading Railroad collided at Syndertown, Pa. Conductor Diefenderfer was killed.

ENGINEER S. W. LATE and Fireman Gibson, of Bellows Falls, N. H., were killed in a wreck near East Moreland, Jan. 6.

BRAKEMAN F. L. SNAKE was killed in a head-end collision near Cambridge, Jan. 23. He was about to become a member of No. 169.

BY the overturning of an engine on the L. & N. Road near Newport, Ky., Jan. 7, Engineer Slugg and Fireman Colloby were seriously hurt.

BRAKEMAN CHARLES MULLENS was dangerously burned under a wreck near Hagerstown, Md., Jan. 6, on the Shenandoah Valley Road.

A WRECK, caused by the parting of a freight train on a steep grade, near San Antonio, Tex., occurred Jan. 9. Brakeman J. C. Crawford was killed.

FRANK NILES, B. R. T. No. 182, was killed at Powers, Mich., Jan. 15, while "staking" cars.

AT Hallettsville, Tex., Jan. 2, a wreck caused the death of four persons, including Brakeman James Dixon, Engineer Jim Lynch, and Conductor Tower.

ENGINEER J. M. GOWAN and Fireman P. Gaudet were instantly killed, Jan. 10, by the overturning of an engine on the Inter-Colonial Railroad in Quebec.

A REAR-END collision on the I. M. & S. Railroad occurred near Poplar Bluff, Mo., Jan. 7, in which W. Shands, conductor, and Mr. Kilburn, engineer, were severely injured.

F. C. MINNEMON fell from his train Jan. 26 and was killed. On the same day Lewis Clancy was killed by being struck by a bridge. Both were delinquent members of B. R. T. No. 310.

Brotherhood Death Roll.

January 2—G. H. Thrall, Lodge No. 304; pneumonia.

January 3—D. S. Duncan, Lodge No. 179; fell between cars.

January 4—Wm. Rich, Lodge No. 135; fell from train.

January 5—H. C. Howe, Lodge No. 65; fell from train.

January 7—Wm. Daniels, Lodge No. 75; "staking" cars.

January 7—E. Hance, Lodge No. 108; struck by train.

January 10—Preston Kidney, Lodge No. 95; run over.

January 13—Samuel Woods, Lodge No. 49; pneumonia.

January 13—Michael Cox, Lodge No. 95; coupling cars.

January 14—E. Ira, Lodge No. 217; coupling cars.

January 15—F. B. Niles, Lodge No. 182; "staking" car.

January 17—Thomas McCarty, Lodge No. 79; run over.

January 17—Joseph L. Billings, Lodge No. 53; consumption.

January 18—James Nevins, Lodge No. 175; pneumonia.

January 21—S. J. Johnson, Lodge No. 206; run over.

January 21—Albert E. Murray, Lodge No. 234; killed in wreck.

January 21—Thomas Connor, Lodge No. 105; killed in a wreck.

January 24—A. E. McManus, Lodge No. 267; fell from train.

January 25—Ernest McKenzie, Lodge No. 97; struck by train.

January 28—Frederic Miller, Lodge No. 117; cause not reported.

January 29—J. Saunders, Lodge No. 107; pneumonia.

January 30—George Stephens, Lodge No. 197; run over.

A NEWSY letter from Bro. C. McPeek, of No. 74, is acknowledged with thanks. The unavoidable delay of this issue renders the news useless.

The Brotherhood.

THE new traveling cards have, we understand, been sent to all lodges.

BRO. WM. H. FREEMAN, of No. 88, died December 29, after a long illness.

We are indebted to "Arcadian" for a letter, but it is too long for our columns.

No. 102, Minneapolis, gives its first annual ball April 7, and forwards a neat invitation.

BRO. McGAR writes from Lindsay that the first annual ball of No. 308 was a roaring success.

BRO. O. LASHER and L. B. McARDLE, of No. 151, are requested to correspond with their financier.

No. 195, of Corning, N. Y., sends us an invitation to their second annual, which occurs February 12.

No. 136, of Fort Wayne, issues an elegant invitation card to announce its fourth annual ball, February 17.

BRO. E. FREEMAN, of No. 316, has lost his pocketbook containing lodge receipts from June, '89, to March, '90.

No. 298, of St. Louis, will give its first annual ball February 22, and has placed us under obligations by sending a complimentary ticket.

BRO. A. R. CRAIG, delegate from No 99 to St. Paul, is reported to have had his right eye burned out by an accident at a rolling mill in Pittsburg.

BRO. A. OSOM, No. 67, lost traveling card and January, February and March receipts at Folsom, N. M., January 22d. Return to secretary of No. 67.

D. E. GIPSON, of Derry, Pa., writes some good advice about paying dues promptly but we haven't room for the whole letter and it won't admit of separation.

ENTERPRISE No. 27, Peoria, will please accept our thanks for complimentary ticket to their sixth annual ball, February 27. We hope to be with them.

SHOULD anything about your address be wrong please send notice at once. We need all the assistance we can get to get the new system in good working order.

On the evening of February 19, No. 167, of Springfield, gives an annual ball for the fourth time, and has remembered this office and sent a complimentary.

P. J. O'BRIEN writes that he was on the Wabash train referred to last month as making 68½ miles per hour and that he saw the speed recorder register that rate of speed.

JANUARY 25th we received an account of the "Fifth Annual" of Lodge No. 95. It was a day too late, but as it is altogether to well written to be thrown aside, it will appear in the next issue.

LODGES 45 and 64, of St. Louis, join in a union ball February 13, and have paid us the compliment of a pressing invitation to be present. It is unnecessary to express our regret at being unable to attend.

W.M. TREAHY was reported in January JOURNAL as expelled from No. 186 for "deserting family." This is a mistake. The cause for expulsion was selling liquor, and we call special attention to the correction.

We are indebted to Bro. McHenzey of No. 171, Fort Dodge for an account of their fifth annual ball. A special feature of the entertainment was an address by Hon. L. S. Coffin on legislation for the benefit of railroad men.

"ESTRELLA" writes of the excellent condition of No. 107, with sixty members in good standing and a large number running. He places the average pay of brakemen at \$80 and conductors at \$100, and mentions \$160.50 as the best check drawn.

BRO. TEBRILL writes from Cleveland that Bro. Renshaw is a regular passenger conductor on the T. A. A. & M. N.; that Bro. Enright, formerly train dispatcher is running on the Ann Arbor line and that Bro. Prinne has become Justice of the Peace.

THE second ball of Lodge No. 4 took place at Englewood January 21. We acknowledge the receipt of a complimentary, and had business not been so heavy should have been present. The tickets and invitations are among the most artistic we have seen.

If you will read "Something About Mailing" in another column you will readily understand how some persons may receive two copies of the JOURNAL. Should you be one of them please use the extra copy where it will do the most good and kindly notify us of the mistake.

BRO. THOS. FOWLER, of No. 182, suggests that a careful study of the causes of death to trainmen would probably lead to a lower death rate. It is true that all the causes may be summed up under a few general heads. It would be interesting to know if special training on a few of the most hazardous points would not lead to a better result.

SOME members have written to know if the premium chart is not the B. R. T. chart. No. It is expressly stated that it is the B. R. B. chart. It is not the old but the new B. R. B. chart, and was published shortly before the name was changed. The B. R. T. chart is now made and we understand that the only difference between it and the one the JOURNAL gives as a premium, is the one word "Trainmen" instead of "Brakemen."

FOUR or five persons have written to know why they, the JOURNAL Agents, do not receive their mail properly addressed. Please remember that we can be guided in sending mail only by the directory which appears in the JOURNAL. This directory is always promptly changed when we receive notice to change it, provided, of course, the book has not gone to press; in which case we can do nothing until the next month. Don't be impatient and expect to see everything done by miracle. If you could see just how business is done here and the difficulties to be met you would have nothing more to say.

We have received just one poem, so far, that is entitled to publication. It is anonymous, but so short and to the purpose, that we print it. The careless reader may say it isn't poetry. But read it twice. It was written on the death of Bro. Earley, and is more of an eulogy than many a "poem" that covers a page:

"Gone from our lodge room and circle,
Is one whose memory we respect."

WE acknowledge with thanks special reports of accidents and deaths from Bros. Shepard, No. 132; Morris, Weaver, No. 169; Moore, No. 65; Fowler, No. 182; Sandt, No. 92; Morarity, No. 102; Keefe, No. 82; McHenzey, No. 171; Davis, No. 107; Brown, No. 143; Haynes, No. 206; Wilcox, No. 311; Pauley, No. 21; and "A Brakeman's Wife," McKees Kocks, Pa. Their prompt and accurate reports have been of great assistance.

WE have received a large number of personal letters to which we cannot possibly reply, but wish to assure the writers that our silence is not caused by indifference. Just now it is necessary to spend every moment of the day and some of the night at the desk working to prevent a blockade of business in the office. While the new scheme of mailing makes work heavy, outside business is also brisk and for some time it is expected to increase instead of diminish.

HAVE you ordered the JOURNAL sent to your mother yet? Or if she is fortunately near enough to read yours, haven't you got a sister or a brother somewhere who would appreciate such a present? Illustrated as it is, the JOURNAL must be interesting to every person into whose hands it may fall, and the character of its reading is now such that it will not be objected to by the most exacting reader. From the first page to the last you will not find a single "trashy" sentence. Send it to your friend.

TRAVELING cards, notices, of election, notices for meetings, application blanks, blanks for report of admissions and blanks for reports of expulsions have been mailed to subordinate lodges from the G. S. and T.'s office. The chart is also ready.

Full sets of recent supplies for use of JOURNAL Agents, consisting of four different forms, have been mailed from the JOURNAL office. Any JOURNAL agent not having received them should write at once.

DON'T make any mistakes about the premium charts. They are not the new B. R. T. chart, but the ONLY DIFFERENCE is the change of one word. These charts sell for one dollar, but the JOURNAL does not sell them. You cannot buy one for any price. You can get the B. R. T. chart of the G. S. & T. for one dollar, but the only way to get the B. R. B. chart is to send the name of a subscriber (with one dollar to pay for

the subscription one year) to this office, and the chart will be sent to you free, safely packed and postpaid. We don't care whether you induce someone to subscribe and send in their money, or whether you make a present of the JOURNAL to some of your friends and send your own dollar. All we want is the name and the dollar and we don't care who gets the chart.

It was the intention to publish a number of letters showing what people think of the chart but our space gave out. Everybody is delighted with it. It is far handsomer than anyone would suppose from the description. The artist and the lithographer have done their best and it is a noble effort to portray with the reality of life the vicissitudes of the trainman's calling.

WE call your attention to two new advertisements which appear in this issue. R. J. Powers, who advertises a splendid B. R. T. pin (a fuller description of which is soon to appear) is a well known Brotherhood man and a member of No. 24. His name is a guarantee in itself and you can do business with him in perfect security. Bro. Powers is patronizing the JOURNAL and we have no doubt that its readers will patronize him.

Hoffman Bros., who advertise a good thing for trainmen, are a reliable business firm of Galesburg, and will give you prompt attention.

Notice to Journal Agents.

JOURNAL agents elected hereafter to fill vacancies should send notice of election signed by the Master and bearing the lodge seal, when first reporting to this office. Difficulty has arisen in a certain lodge involving the question of who is agent. Hereafter the name of the old JOURNAL agent will not be struck from the list until his successor presents credentials as above stated. The editor will then place it on file and make the change.

THE most artistic and unique ball invitation we have yet received came from the B. L. F. at Denver, where St. Valentine's evening will be celebrated by Nos. 77 and 273, with a merry hop. The following is the style of invitation:

C O M E !

I.
Bring the bride of your life's happy morning,
That tendered the redlights on memories incline;
We'll laugh at the fancy of grim danger's warning,
And dance to the music in this valentine.

II.

The bright eyes that light up our home and our sorrow,
Gives our pleasures the sparkle and blush of the wine;
(Let the snow-plow and rotary lay by for to-morrow,)
We'll kiss them good-night under this valentine.

TIM FAGAN.

An Important Letter.

J. H. MADISON LODGE NO. 148,
NEWPORT, KY., Jan. 27, 1890.

MR. EDITOR—Dear Sir and Bro: I wish you would make a correction of the statement that R. P. Stevenson defrauded this lodge. This was my mistake. I said in the lodge room that he owed for tickets; but in looking over his accounts I find that I was mistaken, and I told our Secretary to write you, so that it would not appear in the JOURNAL. Please make the correction, and it will be only justice to a true Brotherhood man. Yours in B. L., — — —

[We withhold the signature, because we have not permission to give it. This letter is printed to show why we have not complied with other requests of a similar nature this month. We have not space to explain in this issue. Watch next month for an article on this subject that will set forth the JOURNAL's position and legal responsibility.]

LETTERS FROM SCRANTON, PA.

EDITOR JOURNAL—It is with profound sorrow we are called upon to chronicle the death of a steadfast friend and brother, George Preston Kidney, whose life was so suddenly and ruthlessly extinguished while doing duty in the D. L. & W. yards at Scranton, Friday, Jan. 10th, 1890. Bro. Kidney had been in the employ of the D. L. & W. Co. for a number of years, and for the past year he was employed as extra conductor, for taking out helpers and passenger engines. On the day he met his death he was switching in said yard and stopped to exchange a few words with Bro. W. R. Castner, when a switch engine coming along at great speed struck him, causing instant death.

EDITOR JOURNAL—On Monday, January 6th, Michael F. Fox, a brakeman on the Winton branch of the D. L. & W. railroad, while in the act of coupling, had his right arm caught between the bumpers and so badly squeezed that amputation was necessary. He continued to grow weaker, however, until Monday, the 13th inst., when he died. He had been a member of Lackawanna Lodge, No. 98, B. of R. T. about four months. E. A. F.

Resolutions.

The following lodges have sent resolutions this month for publication. We regret that their number and length render full publication impossible:

- No. 193, on death of Bro. H. G. Ludwick.
- No. 308, on death of Bro. M. Malowney.
- No. 281, on death of Bro. Chas. W. Nye.
- No. 107, on death of Bro. J. A. Sanders.
- No. 55, on death of Bro. F. J. Morrison.
- No. 304, on death of Bro. Geo. Thrall.

THOSE writing for publication in this department will find their letters appearing if they are very short and contain only what is of general interest to our readers. We cannot undertake to publish anything because it may please the writer nor because it will interest a few persons. Let your letters touch upon general principles that affect our interests. Give us your opinions on current events. How do you feel about the "beard order?" What do you think of the proposition to have pay day twice a month? Have you an opinion on Sunday work? What are your objections to the block signal system? Do you have a preference for any particular automatic

coupler? What is the most hazardous act of a trainman's regular work and where is unusual precaution necessary. How do you like the new constitution? What is the effect of change of name to Trainmen? What are the special advantages or disadvantages of railroad life in your part of the country? These are a few subjects that are of general interest, and dozens of others will come to your mind. Write of something that calls out your earnest thoughts, and you are sure to interest your readers.

Something About Mailing.

Before you think or say hard things about the editor because your JOURNAL isn't mailed to suit you just stop a moment and reflect. Are you sure that you understand the magnitude of the business? Just step into the office a moment. This is the mailing room. These books corded up around the walls as high as you can reach are the JOURNALS ready to mail. How many? Twenty thousand. Easy to say, but look at them. If laid one upon another and pressed close together they would make a pile higher than Bunker Hill monument. Paper is light but they weigh more than four thousand pounds. Just the blank paper used in printing them represents a value running into the hundreds of dollars. At the special rate of only one cent a pound the little item of postage is over forty dollars a month.

Every one of these must be wrapped up in packages of from one to twenty-five. Why not make it fifty or a hundred? Because only small bundles are secure, and safe delivery is the first consideration. Large bundles are liable to burst open and thus be lost enroute. When these bundles are wrapped they must be addressed to the one thousand and six post offices in the United States and Canada they are to reach. How long does that take? Well, try it with ten. It will take you only one hundred times that long.

But wait. You cannot wrap them until they are first labeled. Every one must bear the name and street address of the receiver before the bundles are made up. How long does that take? Try it. This is the maller. Strap it to your left arm; bring it down with force enough to cut off the label, shoving the tape out w th | your left forefinger just far enough to cut one name and no more; now with your right hand keep the books moving out of your way. Hold on! You have two names on that book and but half of one on this. You will have Jones and Smith quarreling over this one while you have cut Brown in two and pasted half to one book and half to another. Takes an expert to do so much with one hand, eh? Yes, it does. It is very exhausting labor too. At your rate of speed it would take at least a week to do nothing but label these books. The young man who operates this maller can label thirty books a minute, and with this swift and steady stream flowing under the maller

it still requires a day and a half to label one issue.

You are surprised at the magnitude of the thing? Why, you haven't seen the beginning of the difficulties yet. Come over here. This is the proof rack. This wilderness of printed slips represents the Brotherhood territory. These are the provinces of Canada. This is British Columbia. This is the United States, with every state and territory except Florida and Alaska. These thousand towns range from the metropolis down to the village, and some member or subscriber gets mail at everyone of them. All this is so carefully arranged that we can instantly place a man who wants his address changed if he says where he is now located. Look at this pile of letters. The last mail brought by actual count, twenty-one requests for change of address. This one says, "change me from Stanberry, Mo., to Ottumwa, Ia." We will do it right now. Here are the "Ms": Run down this section. Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri. Now across here to the "S's": Sedalia, Slater, Springfield, St. Joe, St. Louis, Stanberry. Now we have only to cancel him here and then locate him at Ottumwa, Ia., by the "I's" and the "O's". Here is another letter: "My address ought to be Topeka, Kansas. Didn't get January JOURNAL. Yours in B. L., Dick Williams." All we can do is to look in Topeka. Not there. If we put him there now the JOURNAL will continue to go to his old address. We can only write and ask him where he came from, and as he gave no street address the chances are that he will not get the letter. Neither will he get the JOURNAL if sent to the general delivery. If he is like some other people we know, he will write again in a few days and say that we ought to have sense enough to do a little business; and this time he will probably forget to sign his name. This is not a very unusual case. We get dozens like it. Sometimes we get letters enclosing money and not even giving the name of the town it was sent from. If the post mark can't be read we are obliged to wait until the writer sends another letter to ask if we intend to swindle him.

Now step over here. We will take a look at the most interesting thing in the office. This pile of manuscript is the reports from each lodge sending in the personal address lists. You may suppose that these lists came in all ready for the printer, but they didn't. This one is from one of the four lodges in Chicago. Its members run into Indiana, Illinois, Michigan, Wisconsin and Iowa, and get mail at a score of different post-offices. All these belonging in Chicago, but getting mail elsewhere, had to be cancelled here and put on the miscellaneous lists. After all this transferring has been done, we have about four thousand names on our miscellaneous lists. How much work is that? Well, sit down and write a hundred names and addresses, and you will be astonished at the time it takes. But we have

only begun. These four thousand names must be worked over into general lists. Lodge No. 4 has a member in a certain town; No. 15 has two there; No. 30 has one there also; and finally you have got a whole list for a place where there is no lodge at all. Now examine some of these lists and say if you wonder that some of the JOURNALS go wrong. Some of them are written with great care. A great many others are written as though the penman hoped to drive us into insanity. Here is one from De Soto, where some thoughtful agent got his wife or some other lady to do the work. It's as plain as print. If he only knew how much trouble and vexation that saved in this office, he would feel like a philanthropist. Here is one that was written on the road. The train was probably rushing down a ten-mile hill and the way-car vibrating like a threshing machine when the writer prepared this little pleasantry for us. A great many have been carried around in the coat pocket until the paper is worn out and we have to paste the pieces together and guess at the names. You must not suppose that these lists were easily obtained. Sometimes we have to write a dozen times to get one, and there is a constant correspondence going on about nearly all of them while we are putting them in type.

Now, this is the way some of the mistakes occur: A member in Denver got three copies of the January issue, and we found on investigation that it happened in this way: His name came in on the regular list, and was put in type. He thought afterward that the agent might have missed him, so he sent his name in himself one day when he was at the other end of the division, and not giving his lodge number, it was put on the miscellaneous list. Then he concluded to go west, and brought up in Denver, where he reported again without his number, and left us to suppose that he was a member of No. 30. His mail was forwarded to him in Denver, and of course he received in all three copies. This is only one of a dozen ways that mistakes can occur. You must remember that while we are trying to get the list in good shape, hundreds of changes are occurring. All these three hundred and thirty-three lodges are admitting new members, expelling delinquent ones, and re-instating expelled ones. At the same time members are constantly transferring from lodge to lodge and moving from one street to another, while still living in the same city. If everything was promptly reported to us, there would be no trouble; but it isn't. If the JOURNAL Agent fails to report new and re-instated members, of course they will not receive the JOURNAL until we get the address; and when a member changes his address and don't report it, we are not to blame for his negligence. In the nature of things there will be a few mistakes for a time, and it will take probably two or three months for everybody to get used to the new method.

"IN looking over the columns of our October JOURNAL I see that Bro. Twiss, of No. 71, says that the waste basket is getting to be a "chestnut." I hope the editor who was elected at our last convention will think so, and not put so much of the correspondence which comes into the JOURNAL office into it as was done in the last few years. I wrote a letter to the JOURNAL about eight months ago in reference to the B. of R. C., but our worthy editor saw fit to throw it into the waste basket without giving any reasons. I claim if correspondence is not fit for the JOURNAL it ought to be sent back to the sender."

"No. 5" is the signature of our correspondent who writes the above. It is needless to remark that he has opinions of his own and a very forcible way of expressing them; so that if he were not arguing from a mistaken idea, we would print it without comment. It is a creditable thing to "roar" against any abuse connected with the welfare of the Brotherhood, but it is a better thing to be sure that the kick is aimed in the right direction. As a fact the JOURNAL has been just what the Brotherhood decided to make it. By having it combined with another office it was absolutely impossible that it could receive proper attention. The man who was supposed to conduct it was obliged to cut pieces from other papers to fill its columns because he had no time to write. Now, it may be supposed that correspondence saved the editor the trouble of writing. The popular idea is that he has only to send letters to the printer and be done with it. The truth is that from six times as much as he can use he must select what appears to be the best. Then this must be carefully read and corrected; and be it remembered that as a general rule people who produce good ideas, frequently set them forth in the most careless and abominable penmanship, and it often happens that as much time is required to read the mass of correspondence as to write as much as is finally accepted. During the past, correspondence came into the office in large quantities and as nothing else could be done with it it was filed away until

something was wanted for copy—when something must be had for copy—and then other work was forcibly stopped until it was hunted over and selected. No other course could be followed. Nobody had time to attend to it properly. "Our worthy editor saw fit to throw it into the waste basket" says "No. 5." We will bet dollars to doughnuts that the worthy editor never saw it or heard tell of it. In the nature of things he could not. Before taking charge of this office the present editor spent two weeks in it as a clerk, and learned with surprise the real weight of the burden that rests in the hands of the G. S. & T. If the reader will stop to consider that that officer collects and distributes more than two hundred and fifty thousand dollars a year beside the other business that must be attended to, he will understand it to a limited degree.

Let every fault be placed in its legitimate position. The truth is that the Brotherhood, like everything else in the world, is advancing intellectually. It takes time to bring about reforms, and when the demand for a better JOURNAL had got strong enough to assert itself, the evil was remedied. The conventions of the past should shoulder the blame attaching to a poor JOURNAL—not the man who was loaded with the responsibilities of two offices. We will have good conventions when we have a well informed membership. The JOURNAL for 1890 intends to agitate such matters as far as consistent, for it seems clear that only by understanding the working of the offices at headquarters, can the delegates legislate wisely concerning them. The members at large have no idea of the character and amount of work done at headquarters and if each one could spend a week here, it would dispel many erroneous ideas, and the next convention would enact the wisest laws we have yet known.

The Following is a Statement of Claims Paid in the Month
of December, 1889.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
640...	Miss Cora May Pease.....	Savanna, N. Y.....	\$ 1,000 00
678...	F. R. Allen.....	Galesburg, Ill.....	1,000 00
683...	Miss Jessie Lee Moore	North Manchester, Ind.....	1,000 00
692...	J. P. Farrell.....	Youngstown, Ohio.....	1,000 00
693...	Jas. A. Hanna.....	Jersey City, N. J.....	1,000 00
694...	Geo. W. Smith.....	Norfolk, Neb.....	1,000 00
695...	L. Babington.....	Wellsville, Ohio.....	1,000 00
696...	Miss Lillie May Ballinger.....	Emporia, Kan.....	1,000 00
698...	Mrs. Elizabeth Fitzgerald.....	Ashtrabula, Ohio.....	1,000 00
699...	Robert Appleby.....	Moncton, N. B.....	1,000 00
700...	Z. T. Mitchell.....	Scranton, Pa.....	1,000 00
701...	Alfred Cragier.....	West Albany, N. Y.....	1,000 00
702...	Mrs. Mary L. Verch.....	Phillipsburg, N. J.....	1,000 00
703...	J. R. Denison.....	Omaha, Neb.....	1,000 00
704...	Mrs. Honora Brassill.....	Bloomington, Ill.....	1,000 00
705...	Mrs. S. Weaver.....	Frenchtown, Pa.....	1,000 00
706...	W. C. Bause.....	Cleveland, Ohio.....	1,000 00
707...	Mrs. Lydia Alberts.....	Harrisburgh, Pa.....	1,000 00
708...	Mrs. Rosa Stouffer.....	Pittsburg, Pa.....	1,000 00
709...	Mrs. Elvira Carter.....	Girard, Kan.....	1,000 00
710...	C. J. Conover.....	Phillipsburg, N. J.....	1,000 00
711...	Mrs. Mallinda Baker.....	Springfield, Tenn.....	1,000 00
712...	Christopher Murray.....	Ashtrabula, Ohio.....	1,000 00
713...	Mrs. Mary J. Ludwick.....	Trinidad, Col.....	1,000 00
714...	Mrs. Mary O'Neil.....	Johnstown, Pa.....	1,000 00
Total			\$25,000 00
Amount in Beneficiary Fund December 1st, 1889.....			\$ 619 05
Amount received during month of December, 1889.....			25,154 00
Total.....			\$25,773 05
Amount paid in claims during month of December.....			\$ 25,000 00
Amount in Treasury in Beneficiary Fund January 1st, 1890.....			\$ 773 05

Important to all Subordinate Lodges.

If you have not a regular JOURNAL agent you should elect one immediately, and send notice, with lodge seal impression, to the JOURNAL. The JOURNAL business *can not* run smoothly and satisfactorily in your lodge until you have an agent, and one who will attend to business. Nearly fifty lodges have failed to report the personal addresses of their members. Many JOURNAL agents have sent a part of them and requested the remainder to be mailed to the agent as heretofore. This is probably because it is impossible for the JOURNAL agent to secure the address in large cities where the members live a great distance from the lodge room and are working hard. But it must be remembered that such a condition of affairs leads to confusion, and we desire to emphasize the fact that until we have the personal address of the entire membership there will be trouble and annoying mistakes. Don't wait for some one to act. Let the member who reads this see to it that his lodge has been, or is now immediately reported for the mail list.

Also look at your directory in this issue, and if the proper person is not named as JOURNAL agent see that notice is sent to this office. Sometimes a JOURNAL agent leaves town and nobody reporting the fact, of course the directory remains unchanged, and we send mail that will be returned because not called for.

Expulsions, Suspensions and Readmissions

REPORTED TO JANUARY 31st, 1890:

EXPULSIONS.

For causes other than non-payment of dues: Lodge No.	Lodge No.
36 Philip Metten.†	218 T. H. Felton.†
111 James W. Drake.†	227 John Burke.º
118 W. C. Outerout.—	263 W. W. Pierce.º
122 E. H. Schroer.†	279 M. J. Broderick.¶
161 Charles Ryder.—	301 J. C. Geldert.¶
193 E. L. Mason.‡	318 F. E. Hastings.*

† Defrauding lodge. — Unbecoming conduct.

‡ Dead-beat. § Defrauding Brotherhood men.

º Violation of obligation. * General principles.

¶ Non-payment.

READMISSIONS.

Lodge No.	Lodge No.
11 E. Truckmiller.	91 W. H. Walker.
11 E. M. Kean.	113 J. M. Daly.
18 J. F. McClure.	136 M. Murphy.

SUSPENSIONS.

32 E. M. Hunt—60 days—drunkenness.
218 R. W. Snyder—6 months—violation of obligation.
309 J. F. Noonan—6 months—unbecoming conduct.

EVERY JOURNAL Agent who has not received the cash premium list should write for one.

Grand Lodge
(OF THE)

Brotherhood of Railroad Trainmen.

February Assessment Notice—Nos. 76 & 77—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges:

GALESBURG, ILL., FEBRUARY 1st, 1890.

Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
721. *Geo. L. Graves.....	221	Disability ..	June 14 1889	Injured in a wreck.....
722. *Matthew Sheedy.....	6	Disability ..	Feb. 27	Ankylosis of left hip from rheumatism....
723. *C. R. Marsh.....	119	Disability ..	Apr. 18	Right hand injured coupling cars.....
724. *Martin Touhey.....	310	Disability ..	July 19	Fell from train—spine injured.....
725. *J. Thompson.....	178	Death	Oct. 16	Killed in a wreck.....
726. Wm. S. Todd.....	72	Death	Nov. 1	Run over and killed.....
727. John S. Mulligan.....	297	Death	Nov. 2	Typhoid fever and pneumonia.....
728. David Donahue.....	147	Death	Nov. 4	Run over and killed.....
729. Wm. F. Derby.....	282	Death	Nov. 5	Diabetes.....
730. A. F. Woodward.....	83	Disability ..	Nov. 6	Right hand cut off switching.....
731. Alfred Cooper.....	42	Disability ..	Nov. 8	Right leg cut off, switching.....
732. W. B. Tiel.....	94	Death	Nov. 10	Killed switching.....
733. Adam Newshaum.....	232	Disability ..	Nov. 11	Fell from train—right leg cut off.....
734. Thomas D.ley.....	253	Death	Nov. 13	Consumption.....
735. P. W. Beach.....	42	Death	Nov. 17	Pneumonia.....
736. Joe Rettick.....	27	Death	Nov. 20	Fell from train and killed.....
737. Joseph Bonsall.....	160	Death	Nov. 21	Killed coupling cars.....
738. P. H. Newkirk.....	178	Death	Nov. 21	Killed coupling cars.....
739. J. T. Leary.....	141	Death	Nov. 23	Killed switching.....
740. Michael Farley.....	229	Death	Nov. 23	Fell from train and killed.....
741. Robert Hutchinson.....	129	Death	Dec. 5	Killed switching.....
742. Arthur Rowden.....	167	Death	Dec. 6	Fell from train and killed.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing February 28th, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of March, 1890, for every Member who has paid February dues. [See Article XIX., Constitution of Subordinate Lodges.]

Fraternally Yours,



GRAND SECRETARY AND TREASURER.



* Satisfactory proofs not filed until after Jan. 1, 1890.

THE
Railroad Trainmen's Journal.

Vol. VII.

MARCH, 1890.

{ NEW SERIES No. 3.
OLD SERIES No. 73.



HON. L. S. COFFIN.

(See Biographical Sketch on next page.)

HON. L. S. COFFIN.

We have the pleasure of presenting in this issue the portrait of one of the staunchest friends of labor, and one of the most indefatigable workers for the amelioration of the hazardous conditions of railroad vocations who has ever appeared in public life. A reformer and philanthropist by nature, it is as impossible that Mr. Coffin should remain silent and witness the terrible slaughter of trainmen as that the reforms he advocates should, in this age of greed for gain, meet with no opposition. Elected to the position of Railroad Commissioner of Iowa he speedily became acquainted with the actual dangers of the trainman's life, and appalled by the terrible and unnecessary risks he is forced to assume, Mr. Coffin promptly became his champion and set about using his political influence to modify, as far as possible, the unfavorable conditions which place the employe's life in such useless peril.

Mr. Coffin has, for the past several years, made the subject of safety equipment in the freight service a specialty and his plans of agitation have been so far-reaching and effective that it would be difficult to say to what extent the trainmen are indebted to him for the present bright and encouraging outlook. So thoroughly does his work cover the ground gone over that his name is familiar from the lodge room of every railroad men's organization to the national capitol. Not satisfied with addressing all kinds and classes of assemblies where the subject could be discussed, he has occupied the in-

tervals agitating the subject in the press, and having had extensive editorial experience in former years, his clear, lucid statements of the trainmen's grievances have arrested the attention of the most casual readers. A single illustration of his adroit handling of the question will show the effectiveness of his methods. Carefully and laboriously collecting the statistics of accidents and deaths for a certain month on all the railways, he embodies the appalling total in an article, and startles the reader by the tragedies that are daily occurring unnoticed. While it is, of course, impossible to measure the effect of such articles, so widely read and reprinted, it is not too much to say that a very large share of the credit for the encouraging progress of the crusade against the old style equipment may be safely placed to their credit.

It would be an insult to the intelligence of the trainmen to say that the work of their venerable friend and benefactor is not most thoroughly understood and appreciated. No one can so well understand the necessity for such tireless agitation as the men who hourly face the dangers from which he seeks to free them. It is fortunate, indeed, that the railroad men have such earnest and influential friends, and that they can feel the certainty of such valuable assistance until the longed-for reform becomes an accomplished fact, and the death-dealing appliances of the present become but the reminders of a banished barbarity.

Lorenzo S. Coffin was born in New Hampshire nearly seventy years ago.

Coming West in early manhood, he entered school at Oberlin, Ohio, and a little later became a teacher in Geauga Seminary, where James A. Garfield was then a student. In 1855 he became a citizen of Iowa, and during the war became chaplain of the 32d Iowa Infantry. He entered political life by being appointed by Gov. Sherman to the vacancy caused by the retirement of Senator James Wilson from the State Railroad Commission. Since that date his labors as a reformer in the field above referred to have made him an enviable national reputation.

Federation Tested.

Little by little circumstances are proving the wonderful power of federation. In spite of the opposition of men whose positions give them the opportunity, and whose inclination is to retard progress; in spite of the frantic protests of the corporation-serving press; in spite of the unfortunate friction between labor organizations, and all the natural obstacles which stand in the way, federation is demonstrating its unquestionable right to become the established form of labor government.

The latest interesting demonstration of this fact was the final adjustment of the trouble on the Queen & Crescent at Cincinnati, growing out of the outrageously unreasonable discharge of a number of B. R. C. men and five B. R. T. men. It is useless for the apologists for the Queen & Crescent management to deny that these men were discharged for being members of striking organizations, for the officials have admitted that there was no other objection whatever to a number of them and,

moreover, gave some of them letters to that effect.

It frequently happens that an organization which has a powerful membership may yet be weak on a certain road, and so it was in this case. Alone and unaided the B. R. T. and the B. R. C. could have accomplished but little, and could never have secured justice for their abused members on that particular road. The men would have been compelled to submit to the inevitable and surrender their positions without a murmur as a penalty for daring to exercise the rights of American citizenship by becoming members of a striking labor organization. But while the trainmen were weak in numbers, the enginemen on the system were well organized. Both the firemen and engineers could boast of such substantial condition that the weakness of the other orders counted for but little in a federated movement.

As long as the company was ignorant of the fact that a federation agreement existed between the four orders on their system, the officials laughed at the demands of the discharged men and scoffed at the idea of according them the smallest consideration. The company, they held, could discharge whom it pleased. The men were no longer employes, and could therefore have no grievances, and that was an end of it. But in their hilarity over the supposed helplessness of the men who were sent adrift in midwinter, they reckoned without their host, and drew their conclusions at too previous a date. When four instead of two Grand Masters appeared on the scene it began to look serious, and the officials immediately became astonish-

ingly affable. Even the board of directors, which had solemnly declared its unalterable purpose to stand firm for all time to come, suddenly concluded that it was willing to arbitrate. Accordingly, a board of arbitration was selected, consisting of a banker chosen by the company, a priest chosen by the employes, and an insurance agent chosen by those two. In the hearing which followed, the company did not hesitate to take every unfair advantage. Having agreed that the evidence should be placed before the board in writing, it then appeared represented by a distinguished lawyer and claimed to have misunderstood the agreement. It argues much for the forbearance of labor that such treachery did not cause a disruption and put a stop to further negotiations. Even when placed at such disadvantage, the gross injustice which the employes had suffered was made so clear by Grand Masters Wilkinson and Howard that a verdict was promptly rendered against the company. The Rev. Father Mackey, who represented the employes on the board of arbitration, demanded damages in the sum of one thousand dollars for each of the thirty-three discharged men. Of course he was determinedly opposed in this by the company's representative, and the final result was a compromise by which the company was ordered to pay to each man three hundred and sixty dollars.

In all the history of organized railroad labor, we can recall no strike, or threatened strike, where the power of federation has been so forcibly demonstrated. It is such a clear and striking exhibition of its potency that it leaves the opponents of federation at a loss for a single objection to urge against it. It has been demonstrated in actual practice that the four orders can and will stand together for mutual protection; that

the grievance of one order was promptly made the grievance of all; and that the attempt of the company to cause a rupture by offering the enginemen improved conditions was a flat failure. Every objection hitherto urged by the foes of federation has been answered by facts, and not theories. After such events have become a part of labor history, the anti-federationist simply becomes the open enemy of progress. Does any person suppose that the Queen & Crescent management would have paid the unjustly discharged employes a red cent had it not been for federation? Does any one suppose that the claimants for damages would even get a hearing? The fact that these men were discharged without cause shows where the company stood. They were not wanted. They were members of a labor organization that was liable to demand fair and courteous treatment at any time, and that was not to the liking of the company. And so they were sent adrift in mid-winter. They had families to support, and no other source of income. What of it? They were liable to strike sometime. They might spend the rest of the winter searching in vain for employment. What is that to the company? It is not accountable for results. The gloom that settles upon thirty-three homes will not reduce the dividends. The stopping of thirty-three salaries may cause distress; it may extinguish the glow upon the hearth-stone; it may clothe men in rags; it may cause little children to feel the pangs of hunger. What of it? It don't cost the corporation a cent.

The facts in this case leave no room for drawing varying conclusions. The company meant to exercise the power of despotism, which it supposed it possessed, and the only reason why it made some reparation for the deliberate outrage it perpetrated upon the rights of citizenship, was because federation compelled it to.

Contributions.

[Written for the JOURNAL.]

Sweetwater's Tragedy.

BY TIM FAGAN.

(Concluded).

The old oxen-beaten road crossing the Platte at Fort Casper, or rather that did, on a substantial wooden bridge, for it has since been destroyed, leads to Oregon by its right arm and to California by its left. This division, however, does not take place until Utah is reached. On the morning following the evening on which we discovered that communication with Sweetwater was lost, twenty troopers armed with Spencer carbines and Colt's army pistols, swung across this bridge on a lively canter. It was a reveille beat by iron hoofs, mingled with the clashing of sabres and spurs, that the bitter cold of that January morning had seized and flung with a thousand echoes upon the early light.

The snow in its drifting had filled everything; we were forced to make long detours to avoid the packed ravines that would have swallowed us. We were frequently compelled to dismount, not only to find the road that crept under the snow like a prairie dog, but to keep our sluggish blood in circulation. This kind of traveling continued all day. The repeated plunging of the horses in the heavy drifts, that often held them at the saddle-girts, subdued their ardor and weakened their energies. Their gaiety of the morning passed through their wide-extended nostrils, and weary limbs hung down their leather sides. We struggled to gain the station before that day had ended. But every day, before its sun, has written its history,
And all our plans must keep within its parallel.

We had reason to believe that the four men to whose rescue we were riding, if alive at all, were in all probability making a desperate struggle behind their logs to prolong the fight,

hoping that relief may come in time. If they were not burned in their cabins, they were perhaps flung into the cold, with a blizzard howling and driving the sharp edges of the frozen snow with a velocity that struck like ten thousand sword points.

In our efforts we had met the night and rode into it, but we could not continue without imminent danger of losing every man. As it was, we had entirely lost the trail, and were wandering aimlessly about in the storm. Suddenly we found ourselves entering a narrow defile that afforded some shelter. Here we dismounted and bivouacked for the remaining few hours that the night held on. We brought no blankets and but little provisions, that the horses might not be encumbered. In our saddle-bags we carried a little hardtack and pork, and strapped to the cantle of the saddle was the nose-bag containing a light feed of corn. The cold was intense, and our only fuel was that species of sage known as grease-wood, which gave as little heat as the flash of a handful of powder.

"This reminds me," said Lovegrove, "of the Picket House Ravine, before Sebastapool, during the Crimean war. One night," he continued, "about 1,500 of us had slipped into its shadow. A strong picket held the house that stood on the extreme right where the ravine fell into the valley. The object was to dash, at early dawn, and take a battery which stood away a few hundred yards. This battery had poured a horrid fire amongst us the day before. The wily Russian, however, was not asleep during these movements. They hid, within short range of the house, (it was of stone), three heavy field pieces, and drew back the battery t.^tat we were to attack, to a gentle slope, which would expose us to a longer range. This they supported by two lines of battle; then, standing by their guns, they awaited our coming.

"It was a Siberian winter that benumbed our limbs that night, but we forgot it when, at the grey of the morning, the order to advance rung out. With a yell we rose above the fosse, and as we did, a volcano of hissing lead, grape and bursting shells struck us like a cyclone; at the same time, the masked battery tore down the house like the shaking of an earthquake, letting two escape; the others mingled in the *debris*. Then, pushing forward, they raked the ravine. The army that came to our rescue found only corpses to bury. The few of us that survived saw the sun rise a few moments after, in a dazed, foolish sort of way, like men waking from a drunken stupor."

While Lovegrove was giving this graphic picture, his horse's nose protruded over his shoulder, as though interested in what was said, but really to sniff the warmth of the flame from the grease-wood, as it flashed up from the match. Lovegrove was one of two veterans of the English army that we had in our ranks. The other was Osborn, who was a gunner during the Sepoy insurrection, and witnessed that barbarous butchery, the blowing of the prisoners from the cannon's mouth.

The wind tired out and the dawn came slowly up, and throwing ourselves into the saddles, we soon found the road. The country was more open here, and stretching out before us lay the trail peeping out at intervals from the snowdrifts. Standing at the base of the Casper range, that shut out our horizon, towered Independent Rock. It is about four miles beyond or west of Sweetwater. Away to the right we see the "Devil's Gate," a gorge cleft in the mountains that opens to let the stream pass through. We saw no friendly smoke rise above the old hospitable roof, and as we approached we saw no roof. The bare, gaunt chimneys stood like sentinels overlooking the ashes that

were yet warm. One building remained—a small stable partly filled with hay. It was strange that the fire should lick all 'round this and yet not touch it. Within was the body of the operator. He wore only his grey underclothes, of wool and cotton. The shirt was a heavy overshirt of the same material, a very popular garment in the west at that time, similar to that which was fashionable last summer. His knees were drawn up as a man does when crouching in the cold, and his scalp, of about two inches in width, from his forehead to the nape of his neck, was torn from the skull. A winged shaft whose feathered end, dark-stained, had tarried close to the left nipple, pushed on its barb, piercing through under the shoulder blade, and buried its point in the ground. A sharpened stake, with a brutal force, was driven down his throat.

Before we give vent to any violent burst of anger at this sight, let us stop and ask if, from the introduction of our civilization, 400 years ago, to the present time, we have not given the aborigines this education by precept and example?

In our examination of the body, we had discovered two secret pockets in the overshirt, one in the right breast and one in the left; both inside. The right contained a fine gold watch, to which was attached a neck-chain, hid under the soft shirt collar, and \$180 in paper currency. In the right pocket was a letter that the arrow held transfixed. It was folded once, and the blood that oozed from the heart wound cemented that fold. This letter had been written two days before, and was dated January 27th; we buried him on the 29th. He placed it here for reasons that we could not explain. With a little snow-water we opened the fold, brought together the gash that the arrow had made, and read the following:

SWEETWATER, D. T., Jan. 27, 1867.

MOTHER.—Your letter telling me of the good health of yourself and Kit was surely good news. I will send you some money in a few days, and in the spring I shall come home. Tell Kitty that I have secured some handsome furs from the Indians, and two fine buffalo robes. The hunting about here has been very good till this terrible storm had set in, that even now is wild and ferocious. Our garrison has been reinforced by three soldiers from Fort Casper, so you see we are prepared to stand a siege, if necessary. It has occurred to me that indeed we must be far out of the world here, when from my door we can see the "Devil's Gate."

But here, Mother, is really a strange bit of news; it is all the more so because it is no fiction, and I am so eager to tell it that I cannot write much of anything else:

Not many days ago I saw the white covers of a half-dozen wagons coming down the road. They encamped on the little stream behind the house. It was pleasant and a welcome break in the monotony of our loneliness. Shortly after, two of us walked down to their camp; they had made a fire, and were cooking coffee and bacon. One who was a grizzled frontiersman, but whose eyes had a kindly expression, said, "Say, boys, have yo'any tobacco?" "I have a little in the cabin." I replied: "come up, and I will share it with you." He had been holding the frying-pan over the fire. "Here, Jim," he called hurriedly, "I'm going to get some tobacco." Jim, who was evidently pleased with the prospects, promptly took the pan from him.

When we entered, I placed a little wooden stool and asked him to be seated. I sat on the side of my bunk. He fumbled in his pockets. "Here," said I, "is my pipe, and help yourself from this," handing him a cigar-box containing some tobacco. We were soon smoking and talking. The luxury of a smoke is the essence of sociability. The fog seems to brighten conversation.

His accent was that peculiar to the South. I noticed this. "Yes," he said, "I am from North Carolina, but the war scattered our family and our prosperity." This, as you may suppose, aroused me. I looked at him bitterly; he must have seen it. "You took a hand in the struggle?" "Yes," he replied; "I was in Lee's army." As he said this he removed the pipe from his mouth, blew out a handful of smoke, and looked at me proudly, I thought, with a flash like defiance in his eyes. "My father was at the Wilderness under Grant." Perhaps I said this sadly, however, with a glance toward his left arm, that I had not before noticed was stiff and rigid at the elbow. He said, "I, too, have reason to remember the Wilderness—not so much for this, as for the memory of a Yankee soldier who died in a hospital tent two days after the fight. I sent a few little articles, as he requested, to his home

in Salem, Massachusetts. That was all of him that ever returned. He thought that I had been kind to him during those two days, and asked me to accept a small photograph with his name and address on the back. It was all he had, and here it is," and he produced from an old leather pocket-book my father's picture, with his own handwriting, that I knew so well, on the reverse side. But listen, mother; here is the most astonishing part. I know every word will be of deep interest to you; with me, listening to him, it has added many years to my thought of life. "Now," he went on—

Here the letter ended.

The bodies of the other three we found close together in the corner of the corral. The youngest had a broken bayonet in his death grasp. All were scalped.

About a hundred yards from the ruins, under the deep snow, we dug four shallow graves with our sabre-points, and sadly turned our horses' heads toward Casper.

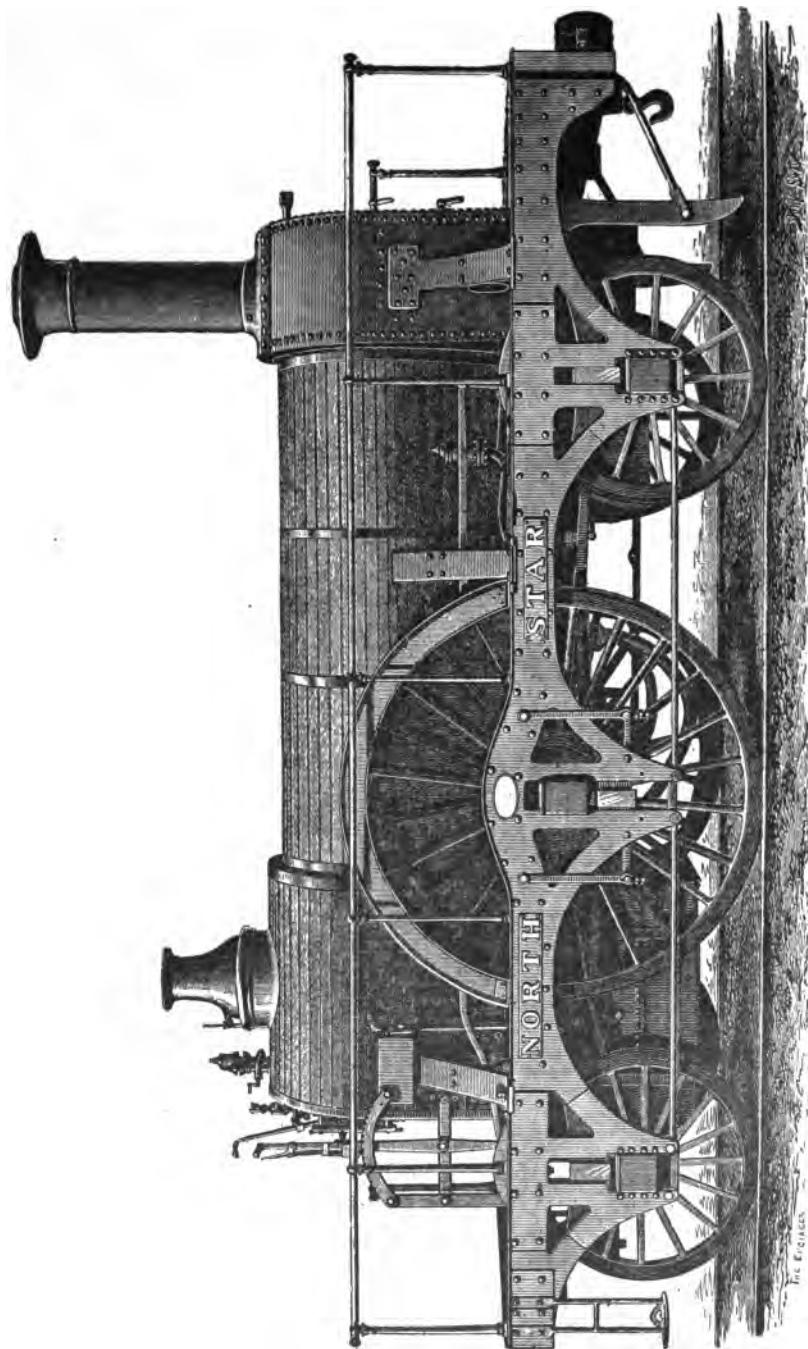
(THE END.)

NOTE:—Sweetwater's Tragedy was begun in the February number of the JOURNAL.

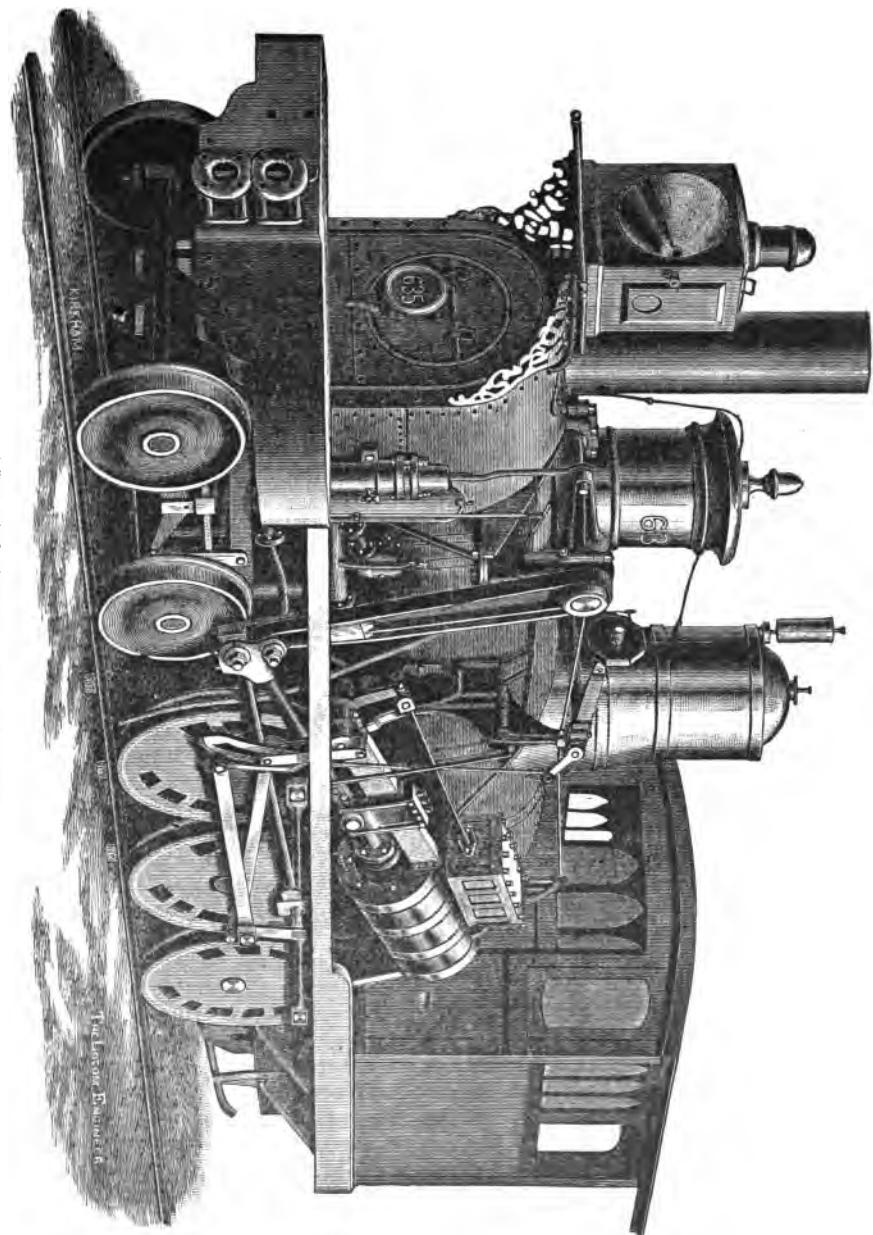
Historical Locomotives.

Our full page illustrations this month, reproduced from the *Locomotive Engineer*, will be very interesting to all railroad men. A picture always gives a better idea of things than any description possibly can, and the two together are a most perfect method of conveying instruction. The description of the first illustration is given as follows:

"The 'North Star' was a locomotive built in 1837 to the designs of the late Sir Daniel Gooch, and one that was long in service on the great broad gauge line. This locomotive was not so far different from the present English practice as were American locomotives of that time different from our present power. This locomotive was built at the works of Messrs. Robert Stephenson & Co.; was one of the first used by the Great Western road; commenced work January, 1838, and ran con-



THE "NORTH STAR." (SEE PAGE 135.)



THE "MONSTER." (SEE PAGE 135.)

tinuously till December, 1870, having been in service thirty-two years, making a mileage of 429,000 miles. The engine is now carefully preserved at Swindon, the headquarters of the company.

The driving-wheels of this engine were of wrought-iron, with round, tapering spokes, being $2\frac{1}{4}$ in. in diameter at the hub, and $1\frac{1}{8}$ in. at the rim, and set 'staggering' on the hub.

The engraving is so plain that all points of interest are easily seen and made plain. The principal dimensions were as follows:

Driving-wheel, diameter.....	7 ft.
Leading and trailing wheel, diameter.....	4 ft.
Cylinder, diameter.....	16 in.
" stroke.....	18 in.
Boiler—length of barrel.....	9 ft. 5 in.
Diameter	3 ft. 11 in.
Number of tubes.....	167
Length.....	9 ft. 10 $\frac{1}{2}$ in.
Diameter (outside).....	1 $\frac{1}{2}$ in.
Copper fire-box, length.....	3 ft. 5 $\frac{1}{2}$ in.
Width.....	3 ft. 10 $\frac{1}{2}$ in.
Height.....	4 ft. 4 $\frac{1}{2}$ in.
Heating surface—fire-box.....	94 sq. ft.
Tubes.....	756 sq. ft.
Total	850 sq. ft.
Fire grate, area.....	11.79 sq. ft.

The "Monster" is spoken of as follows:

"There are very few of the 75,000 enginemen in this country who ever saw one of the four locomotives that were known as the 'Monsters.' The picture was made from a tintype taken in the later days of the 'Monsters,' after they came into the possession of the Pennsylvania Railway, and after they had gone through many changes, and is only used here to show how they looked in their old age, just before they were broken up.

The tintype was a dark one, and many of the parts obscured, but the picture shows the general complication—a sort of link motion having taken the place of the hook and cut-off, a pair of drivers been traded for a truck, and many minor changes made; but with all the modernizing it shows a strange looking 'Monster'

to be prowling around our railroads at as late a day as 1875.

The original 'Monster' was built by the Camden & Amboy Railroad Co. in 1834. She was commenced at Hoboken in 1833, and the partially finished pieces were moved with the shops to Bordentown, N. J., where she was put into service the following year."

Protection to Railway Employes.

Mr. Coffin Writes a Characteristic Letter to the State Register.

MR. EDITOR:—As the days draw nigh when the Legislature of Iowa is to decide upon matters of great importance, and as the members of the General Assembly often say, "We want to know just how the people of the State desire us to act on these matters," I feel that I cannot do justice to those whom I am commissioned to represent or to my own convictions of right and justice unless I frankly and plainly in this public manner give expression to my views. It matters not whether these views are in harmony with those prevailing to some extent in the State or with those entertained by many of the members elect of the coming session. I refer now to the legislation upon railroad matters. While my views upon this subject are pretty well known, especially by those who have read the railroad commissioner's reports, still as it often is the case these reports are not very carefully read by the general public or by all who receive them, I will in as brief a manner as possible, call the attention of the public and its representatives to what in my mind is of prime importance and should claim their first consideration.

We have in this State from 25,000 to 30,000 railroad employes. The most of these are citizens and voters. Necessarily from 300 to 400 of these men are either killed or seriously injured in the performance of

their duties annually. Proper legislation can save to a certain extent this terrible sacrifice of life and untold suffering. I will not take the time to occupy the space in your columns to explain now how this should be done. I leave this to be done before the proper committees when legislation commences. I merely state at this time the stern facts, as showing what is not only needed but what is expected of this coming session. Allow me to state, in short, this fearful array of facts, which will in a fuller circular be sent to every member of the Legislature and State officials, and which is sent to you, Mr. Editor, for your inspection.

Between October 19 and November 23, 1889, there were forty—yes forty—young men killed outright, and nineteen were so mutilated it would seem almost a mercy they had been killed instead, in this nation by the continued use of the old link and pin coupling on freight cars and the old form of hand brake. At the same time there were in the ordinary accidents incident to railroad work, sixty others killed and 117 injured, making a terrible total for one short month of 100 killed and 136 more or less crippled for life. Think of it. While the general public is receiving the wonderful advantage of railroad transportation, these brave and uncomplaining men of the rail have to yield up a hundred lives, and a hundred and thirty-six others have to be maimed, as the price they pay monthly that this same public they serve so faithfully may have all these inestimable railroad facilities. The writer here and now unhesitatingly makes this statement: That proper legislation, legislation too any State may constitutionally enact, would prevent a large part of this awful sacrifice of life and limb of our own brothers and citizens. The highest authority in the nation has recog-

nized this fact as seen in the message by President Harrison to the present Congress. It is no betrayal of confidence for me to say also that the forthcoming report of the interstate commerce commission will take high and decided grounds upon this subject of greater safety to railroad employes. Two years ago when the question of a two-cent passenger rate was being agitated, the writer then in as earnest an article as he knew how to write, in your columns, urged upon the General Assembly the importance of first securing safety not only to the public, but to the employes. He urged that the railroads be required to replace as fast as possible all these short bridges and culverts now of wood with stone and iron, for everyone of these was a "Chatsworth trap." This was directly after that fearful Chatsworth disaster we all recollect so vividly. A recent accident on the Illinois Central railroad near Appleton gives a terrible emphasis to that article. A little culvert a man could nearly step across but made of wood, was the trap where two as grand men as ever stepped upon the foot-board of an engine had to be sacrificed and a brakeman severely if not fatally injured, and to add still more emphasis to the tragic event, this was on Sunday. Had we a law in this State with sufficient penalty attached that railroad men should have Sunday rest Engineer Du Boise and Fireman Clancey would, beyond a doubt be alive and with us to-day. Every railroad in this State is filled with just these deadly traps that some coal from the ash-pan may set on fire and, unobserved, be so weakened as to be the cause of death, not only to trainmen but to the traveling public. While the doctrine of legislative control of railroads is settled for all time, and wisely so, yet the method of that control is an open question, and in its settlement the element of

safety should, it does seem to me, be the prominent and leading one. With the astounding facts before us of the awful sacrifice of life and limb of these faithful public servants who run our trains, is there any room for doubt as to a legislator's duty, and that, too, his first duty? One of the cardinal principles of the dominant party of this State—dominant in all respects up to the present time for a third of a century and still so, legislatively—and will continue to be if the real rights of the public are properly considered—while, as I was about to say, protection has been and is a cardinal principle of this party, let me ask, how can it be consistent with its high professions to ignore the proper protection to the life in its care, for the wages and the means to support life? * * * *

Up to the year ending in October last the order of the Brotherhood of Brakemen averaged in number for that year not quite 11,000 members. The order now numbers 20,000. This order is for self improvement and assistance to each other. Out of the small wages that brakemen receive this order with only this average membership for the year paid out in benefits to their unfortunate brothers and to the families of those killed, over one quarter of a million of dollars. A careful study of the monthly statements of assessments shows that three-fourths of this vast sum had to be paid because of injuries and deaths caused by the old link and pin method of coupling cars, and from being compelled to go on top of the cars to use the hand brake. Nearly all of this great sum of money and seventy-five per cent. of the fearful and awful sacrifice of life and limb could be saved by proper legislation.

Shall the railroad boys of Iowa receive from the hands of her legislature what they so imperatively need and have a right to expect.

L. S. COFFIN, Ft. Dodge, Ia.

Progress in the use of Automatic Couplers and Air Brakes.

There is no more important reform now pending in the railway practice of this country, says the *Engineering News* than the introduction of automatic couplers and air brakes upon freight cars. Viewed from the humane stand-point, the reform when complete will result in saving every year from a horrible death about two thousand traimen, and from serious injuries, most of which cripple and disfigure the victim for life, about six thousand more of the men who handle our freight trains.

Viewed from the stand-point of economy, the reform when fully carried out promises to effect a saving of at least ten per cent., and probably as much as 15 per cent., in the cost of carrying freight traffic, as is more fully explained in the following article.

The public is just awakening to a realization of the great slaughter that is daily going on among the freight trainmen of the country, and of the fact that the way is now open for the prevention of at least two-thirds of this killing and maiming. The recent action of the Interstate Commerce Commission on the subject, and the reference to it in the President's Message are evidences of an aroused public sentiment which seems likely to find an early expression in legislation.

The progressive railway managers are now aware of this awakening of public sentiment; and they realize far better than the general public the fearful slaughter due to the link and pin coupler and the hand brake. The excuse—and it was not long a valid one—for delaying the introduction of automatic couplers and brakes has always been, "not practicable." But a very large proportion of the railway managers of the country now understand that the Master Car Builders' standard type

of automatic coupler and the Westinghouse automatic brake are perfectly practicable for use on freight cars; and that their universal use would lessen by probably two-thirds the casualties to railway employes. A goodly number, too, realize that the reform, instead of being an added outlay purely for the employes' safety, will result in a saving in the cost of train operation far more than sufficient to pay the expense of its introduction.

* * * *

There are now running over 56,000 freight cars equipped with M. C. B. automatic couplers and over 85,000 freight cars equipped with the Westinghouse automatic brake. Companies controlling 20,343 miles report to us that the M. C. B. coupler is adopted on all new freight cars; and companies controlling 19,365 miles more report the M. C. B. coupler in use on a number of cars greater than one per two miles of road (or on the average, more than one-thirteenth of the total freight cars owned). Companies controlling 14,441 miles have the M. C. B. couplers in use on a less proportionate number of cars.

The figures for automatic brakes show 31,443 miles of railway on which the brake is adopted for all new freight cars; 13,749 more miles of railway belonging to companies which have more cars equipped than one per two miles of road; and 38,109 miles having the brakes on a less proportionate number of cars.

To sum up, then, we find the automatic freight brake adopted or in extensive use on over 45,000 miles of railway, and in use to a limited degree on over 38,000 miles more, making a total of 83,000 miles.

We find the M. C. B. standard coupler adopted or in extensive use on nearly 40,000 miles of road, and in use to a limited degree on 14,000 miles more, making a total of 54,000 miles.

It is to be hoped that every railway

officer who reads these figures will carefully consider their value and significance. They show: (1) that these important reforms have already made great progress. (2) That the companies which are taking the lead are the greatest in the country, whose practice in technical matters of this sort is sure to be followed eventually by minor corporations. (3) That these 85,000 cars equipped with air brakes and 56,000 equipped with M. C. B. couplers are not in use as a mere experiment. The days for experiment in this matter are past. The fact that three companies alone have 42,000 air brake cars in use, while four companies have 25,000 cars equipped with M. C. B. couplers is the best possible proof that the only question now for railway managers to consider is: How rapidly is it possible for us to equip our freight cars with these improved appliances?

The Erie System and Federation.

The Erie System of Railroads is rich, and powerful as rich. It has an army of employes, but it is not sufficiently rich and powerful to enforce autocratic regulations when the employes unite as one man to resist autocratic impositions, and this fact was fully demonstrated by the collapse of a scheme on the part of the manager of the Erie to annoy their employes and send many of them adrift upon mere technicalities, which had little, if any, relation to capability or efficiency. It was evidently intended as an entering wedge to provoke discontent and create an excuse for *Corbinizing* the Erie, *a la* Philadelphia & Reading.

It appears that in the month of October, 1889, the managers of the Erie adopted a "Book of Rules"—train rules and regulations—for the government of men in their service.

These rules required the employes to answer questions in their own handwriting, and to affix their signa-

tures thereto. By this arrangement the managers would have it in their power to propound not only irrelevant questions, but to pass judgment upon grammar, chirography, and such other things as might, in the opinion of the managers, indicate incapacity and create an excuse for dismissal. The scheme was adroit, but, as we shall see, came to grief.

In the "Book of Rules," which the employes were required to sign, are two sections directly stipulating that the corporation should be relieved from all legal liability, the employes binding themselves not to bring suit against the corporation in case of injury or death. To secure this exemption from liability for the maiming or death of employes may have been the supreme purpose of the Erie management. Manifestly it sought to shirk all responsibility in that direction, and if the men would sign away such rights, the work required to have them abandon all other rights would not be arduous. The process of degradation, once begun, goes on rapidly. It is all the way down hill, until the poor devil, once a fireman, finds himself on his belly, crawling at the feet of his master, licking the boots that kicked him, and kissing the rod that smote him.

This *non* liability clause, as might be supposed, caused dissatisfaction, but there were those on the Erie who would sign it; fortunately, there were others who refused. The men sought legal advice and were advised not to sign the rules which embodied the two objectionable sections. This advice resulted in calling a union meeting of the employes at Hornellsville, early in November, which appointed a committee representing the employes, charged with the duty of going to New York to consult with the officers of the Erie corporation. This duty was promptly performed. The committee met the General Manager of the Erie Sys-

tem, E. B. Thomas, Esq., and as a result an agreement was perfected whereby it was left optional with the employes to sign or not to sign the "Book of Rules," and the two objectionable sections were stricken out.

This was a notable victory for the employes and was secured by unity of action on the part of all the trainmen on the system. It was FEDERATION. It demonstrated once more that there is conquering power in unity.

It was a part of the agreement with General Manager Thomas that the examination of employes should be oral, or, if they chose to fill out the book, they could have all the time they required. This was satisfactory to the committee and they returned home and reported the results, which were accepted as a settlement of the difficulties. But the employes were soon given to understand that they were mistaken in their conclusions; that their work was to be done over again. The Division Superintendent on the Eastern Division of the Erie, soon after the supposed settlement, called up four of the oldest engineers and insisted upon them passing an examination at once, as per "Book of Rules."

The engineers asked for time to prepare themselves. The request was refused and the men were suspended until such time as they passed the required examination. This was a flagrant violation of the agreement with General Manager Thomas, and as a consequence a meeting of the committees of engineers, firemen, conductors, brakemen and switchmen was called to be held in Jersey City. The meeting convened December 28th, and it was unanimously decided that a demand be made for the withdrawal of the "Book of Rules;" that an oral examination be substituted, and that no employe be required to affix his signature to any examination. And it was further

ordered by the meeting of the employes' committees that the four engineers suspended by the Division Superintendent be reinstated with full pay during the time of suspension.

A sub-committee was appointed to visit General Manager Thomas, and as per agreement met him on the 30th of December. The result of the conference was that the demands made by the sub-committee were granted. The "Book of Rules" was withdrawn, oral examinations were substituted for written examinations and the four suspended engineers and one suspended fireman were re-instated, and on the 31st of December, the last day of the year, the committee called upon division officials and all minor grievances were adjusted.

From first to last the employes on the Erie sought to avoid difficulty. Of the committee which brought about the amicable settlement, Chairman Yongston, of the B. of L. E., of Meadville, was spokesman, and C. F. Graham, of H. G. Brooks Lodge No. 169, of Hornellsville, represented the B. of L. F. The committee was composed of the right material—clear-headed. It grasped main questions and issues, and Manager Thomas was quick to see that the employes on his system meant business with a big B.

General Manager Thomas saw at a glance that on his system, for once, at least, his employes had federated; that in case of a strike to obtain justice every man would abandon his employment, and that things on his road would be so silent and still that he could hear the "dull thud" of the drop of a pin. General Manager Thomas wisely estimated the power of this federated force. It was engineers, firemen, conductors, brakemen and switchmen in alliance, and it conquered, and will always conquer when the cause is just.

Grand Master Sargent, of the B.

of L. F., in response to a telegram, was on the ground, ready to give his co-operation and the benefit of his counsel and influence in the efforts of the men of the Erie system to secure justice.

It is worthy of note that the conductors on the system, members of the O. R. C., were ably represented and took an active part in adjusting the grievances of the men, and although, as we are informed, they received no encouragement from their Order, they stood with the rest for the right in the federated action, and are entitled to share with all in the blessings of victory.

This *Magazine* takes special pleasure in chronicling the result of the contest on the Erie. We are profoundly gratified that a strike did not occur. It is strictly in consonance with the position of the *Magazine* from the first, that with federation strikes will seldom, if ever, occur, and should they occur they must of necessity be of short duration.

A more conclusive argument in favor of federation than that furnished by the contest on the Erie could not be made. It is overwhelmingly convincing. Words cannot strengthen it. If any of our readers want convincing logic in defense of federation they have only to refer to the settlement of troubles on the Erie. As we contemplate it we feel satisfied that federation is winning hosts of friends, and that at an early day every Order of railroad employes will be in line under the glorious banner of FEDERATION.—*Locomotive Firemen's Magazine*.

The Mackey Strike.

The recent strike on the Mackey system presents some interesting features, but they were so clouded by the dispatches and newspaper reports that nothing definite could be learned at the time. The *Firemen's Magazine*, which was right at the seat of

war, comments as follows in the February number:

On the evening of January 6th the strike on the Mackey system, which had continued for eight days, was declared off.

It was said by Admiral Porter that "a pin is worth fighting for if it involves a principle."

The late strike on the Mackey system involved a principle. Does some one ask in what way, or in what particular was any principle involved? We shall see.

Governments, that of the United States for instance, or that of any of the States, possess autocratic power in that, 1st, they can deprive a man of his property. 2d, of his liberty, and 3d, of his life. But they can do neither without giving the man accused of wrong doing a hearing. He has to know the charge made against him. He has to be given an opportunity to be heard, and must be adjudged guilty. Till this is done no penalty can be inflicted.

Mr. G. A. Hurd, Master of Transportation, acting under orders of President Mackey, concluded, in the treatment of a number of employes on the system, to deny them the rights accorded by the laws of the State to the meanest sneak thief within its jurisdiction, send them adrift, remand them to idleness with their reputations smirched, without giving them a hearing, without so much as intimating what wrong they had done for which they were deprived of earning an honest living for themselves and those dependent upon them.

Manifestly a principle was involved in such proceedings. The men discharged had a right to know wherefore. They had a right to be heard in their own defense. They had a right to confront their accusers. They had a right to protect their own good name. This was denied them, and such rights having been

denied them they had a right to strike.

And here, let it be said, that President Mackey, in denying his employes such rights, placed himself not only in flagrant antagonism to his own best interests, but as conspicuously, in antagonism to the best interests of society. He assumed prerogatives characteristic of Czar, Sultan and Shah. He simply deprived men of the means, of subsistence, equal to taking their property. He set them adrift regardless of consequences. In doing this he provoked a strike on his system which should have had the hearty co-operation of every employe on the system. Why? We proceed to show.

Mr. Hurd, acting under orders from President Mackey, began the discharge of conductors. This work went steadily forward until eight conductors had been discharged, the eighth man being Geo. W. Lovejoy. It then leaked out that men were being discharged because they had been connected with a previous strike on the system, and because they were members of the B. of R. C. In the previous strike the employes won the battle, and the discharging of the men was the penalty they were required to pay for their victory, and in the same line, it appeared that President Mackey concluded that the manly independence of the members of the B. of R. C. was something requiring rebuke.

Here, again, we find vital principles involved. It is a wrong of great enormity to make a workingman pay a penalty for achieving a triumph over a corporation whereby he simply gains his rights or a fraction of them, and it is an outrage on personal rights, rights as sacred as any that relate to personal liberty, to impose any penalty whatever upon an employe for being a member of a labor organization, and when such penalties are imposed every fearless, inde-

pendent, manly working man in the land should resent it.

In saying this, we interpose no plea against discharging men who neglect their duty, who are wanting in fidelity to obligation, who abuse their privileges and are recreant to trusts. They belong to the leprous scabbing class whose employment is everywhere a menace to safety and success.

Well, the strike ended. The strikers lost nothing and gained much. Five of the men discharged by Mr. Hurd, all who were worthy of re-instatement, were re-instated. The pay of trainmen was increased, that is to say, over time is paid for, and in the future, conductors are to be chosen from the ranks of brakemen.

Mr. Hurd, as demanded, did not retire, and this, we surmise, was just to him, though no man ought for a minute to retain a position, the duties of which include being the executioner of innocent men—it being sufficiently unpleasant to a sensitive man to impose extreme penalties upon the guilty. It is said, however, that Mr. Hurd will not, in the future, be required to discharge men, and that when a man is discharged on the Mackey system he will be granted a hearing. And it is worthy of remark that one contemptible creature who played the part of a spy and consented to scab, was fired and found it healthy to leave.

On the whole, the outcome of the strike has set no one back, and we predict that the Mackey system will be more prosperous for the strike than it would have been if it had not occurred.

Kennan on Russian Railways.

The New York *Herald* publishes the following interview with Mr. George Kennan on a proposed Siberian railway:

"What do you think of the trans-Siberian railroad project, as given in the *Herald*, Mr. Kennan?" he was asked.

"I am glad that you have asked me that question," he replied. "I have in hand a number of letters from American capitalists whom the Government of Russia has tried to induce to invest money in the Siberian railway, and who want to know my opinion and advice on the subject. I have been too busy to answer these letters, and may as well do so through the *Herald*. My advice to all who have capital to invest, is to invest it in anything but a Siberian railway. It is true Siberia is rich in all kinds of resources, and a railway, if built on an American basis, would prove a good financial investment. But the condition of things in Siberia is different from what it was in the western part of the country when the Pacific coast lines were built. A great and complete change is necessary before Siberia will become fit for great railroad enterprises.

"It is not true that work has already been commenced on the line. I am a regular subscriber for the *Vostochnoye Obozrenie*, the only newspaper published in Tomsk, Siberia, which constantly discusses the project. Nothing has been said in the paper of the line or any part of it having been constructed. The route has been surveyed and plans perfected, but for construction money is necessary, and the Russian government has none. The road as surveyed is to run from Soer, in Russia, across the Ural mountains to Yekati, Dinbourg and Siumen, in Western Siberia; thence to Omsk, Lowrk, Krasnoyarsk and Irkutsk, along the old Siberian highway; along Lake Baikal to Nerchinsk, Stretensk and Khaharovka, and then further east to Vladivostok, on the coast of the Japanese sea. It will take enormous amounts of money to build the road, and the Russian government is trying to secure American capital."

"But don't they offer a good investment?"

"An American capitalist may think the offers good, even quite seductive, as presented by the Russian government, but they are not. When the trans-continental

lines were built in this country, the government backed them with subsidies in money and land grants, but in Russia it is different. There is no chance for settlement, as there was on American lines. The government will not permit emigration in masses. The government would never make any land grants to a railway company, and with the present corrupt officials the country generally will never be enabled to develop its resources. The Siberian officials are the most corrupt in the world. With so much corruption as there is, it would be impossible to develop the country.

"The Russian government, in fact, does not care for the industrial side of the project. It wants a railroad for military purposes. It would never allow Siberia to be settled by foreigners, and would do nothing to make the railroad a paying investment. It wants a railroad principally on account of the threatening attitude of the Chinese.

"The government of China is following the example set by Russia, who first formed Cossack settlements along the Chinese frontier, and now China is doing the same with its subjects. The Chinese population along the Siberian frontier is rapidly growing. Russia is apprehensive of a Chinese invasion in the Amur region, and her sole aim is to place herself in a position to throw an army of soldiers on the frontier whenever required, as the force there now is entirely too small. Such apprehensions were expressed to me personally by a high Russian official several years ago, and I know they are well founded. For this reason I say to American capitalists, invest your money anywhere but in a Siberian railway. Not before the government is changed will there be a line of rails across Siberia."

"Where is the objective point of the road extending east from Merv?"

"Of that I can give you no information, as I did not extend my travels to Central Asia, and have no direct information from the railway projects in that section as I have of those in Siberia."

Railroads in South America.

The proposed inter-continental railroad which is to connect North and South America, starting southward from the City of Mexico, is now supplemented by a proposition from H. C. Parsons, of Virginia, to build another road, less than 2,000 miles in length, beginning at Cartagena, on the northern coast of Colombia, thence running south through Ecuador to Cuzco, in Peru, where it will connect with the road already building northward from the Argentine confederation. A company has already been formed under a charter from the State of Virginia, and trustees appointed, the latter being Judge Granville P. Hawes, of New York, ex-Senator T. M. Norwood, of Savannah, Ga., John W. Thompson, a Washington banker, and A. W. Campbell, of Wheeling, W. Va. The first step to be taken will be the survey of the route, and for this a fund of \$500,000 has been raised. Great difficulties will stand in the way, especially among the mountains, as huge peaks will confront the surveyors in Ecuador and Bolivia, but in these days of science it is premature to consider anything insurmountable, and the success which has crowned the efforts of the builders of the road running east and west in piercing the Andes with tunnels will be encouraging to the projectors of the north and south road. The new road, it is claimed, will pass through an exceedingly fertile country to the north, in many sections rich in gold and silver and abounding in coal and timber. A considerable portion of the road will run through an almost virgin region, very sparsely populated, but once opened up the projectors are certain that its natural resources will attract a large colonization. The country penetrated by the road is one of the most picturesque in the world, and the enthusiastic projectors are confident that within five years it will be the favorite route of tourists instead of the European. It will at least be a new experience when the traveler can purchase his through tickets from New York to Chicago, thence to the City of Mexico through Central America, and down through the wild scenery of the Andes to the heart of Peru, thence eastwardly through Bolivia, Buenos Ayres and Brazil to Rio Janeiro, and home by steamer to New York. For some time to come it is evident that human enterprise and energy will concentrate themselves upon the great work of opening up Africa and South America, the one to civilization and the other to commerce.

—Chicago Tribune.

Humor.

"A little nonsense now and then
Is relished by the wisest men."

**Two Poets Who Couldn't Agree.**

[The Frog.]

She was a sweet girly girl, and as soon as she threw wide the piney portal that on painted hinges hung, he determined to mash her or die in his chair.

"If you please, sir," she said timidly, as Dicer Swift pointed to a chair, "I have composed a few verses, or partially composed them, and I thought you might help me finish them, and then print them. Ma says they are real nice as far as they go, and Pa takes the *Frog*.

She was a handsome creature with beautiful pansy eyes, and a crowning glory as brown as a walnut bedstead. There was an expectant look on her face, a hopefulness that appealed to the holiest emotions, and Dicer Swift made up his mind not to crush the longing of that pure heart if he never struck another lick.

"May I show you the poetry?" she continued. "You will see that I couldn't get the last lines of the verses, and if you would please be so kind as to help me—"

Help her! Dicer felt the spirit of the divine art flood his soul as he yielded to the bewildering music. Help her! Well, he should warble.

"The first verse runs like this," she went on, taking courage from his look:

"How softly sweet the Autumn air
The dying woodland fills,
And nature turns from restful care—
'To Ant-Billous pills,'" (added Dicer, with a jerk.)

"Just the thing. It rhymes, and its so. You take anybody now. Half the people you meet are—"

"I suppose you know best," interrupted the young girl. "I hadn't thought of it in that way, but you have a better idea of such things. Now the second verse:

"The dove-eyed kine upon the moor!
Look tender, meek, and sad,
While from the valley comes the roar—
"Of the matchless liver-pad!" (shouted Dicer.)

"There you get it. That finishes the second to match the first. It combines the fashions with poetry, and carries the idea right home to the fireside. If I only had your ability in starting a verse, with my

genius in winding it up, I'd quit the humorous and open in the poetry business tomorrow."

"Think so?" asked the fair young maiden. "It don't strike me as keeping up the theme."

"You don't want to. You want to break the theme here and there. The reader likes it better. O yes! Where you keep up the theme it gets monotonous."

"Perhaps that's so," rejoined the beauty brightening up. "I didn't think of that. Now I'll read the third verse:

"How sadly droops the dying day,
As night springs from the glen,
And moaning twilight seems to say—
"The old man's drunk again."

"Wouldn't do, would it?" asked Dicer. "Somebody else wrote that, and we might be accused of plagiarism. We must have this thing original. Suppose we say: Why did I spout my Ben?"

"Is that new?" inquired the sweet, rosy lips. "At least I never heard it before. I don't know what it means."

"New? 'Deed it is new. So is the Presbyterian name for overcoat, and spout means to hock. Why did I spout my Ben? means why did I shove my topper? That's just what twilight would think of first, you know. Oh, don't be afraid—that's just immense!"

"Well, I'll leave it to you," said the glorious girl, with a smile that pinned Dicer's heart to his spine. "This is the fourth verse:"

"The merry milk-maid's sombre song
Re-echoes from the rocks,
As silently she trips along—
"With holes in both her socks."

"By Jove!" cried the delighted Dicer. "You see—"

"O no, no!" remonstrated the blushing maiden. "Not that."

"Certainly," protested Dicer, warming up. "Nine to four she's got 'em; and you get fidelity to fact with a wealth of poetical expression. The worst of poetry generally is, you can't state things as they are. It ain't like prose. But here we've busted all the established notions, and put up an

actual existence with a veil of genuine poetry over it. I think that's the best idea we've struck yet."

"I don't seem to look at it as you do, but of course you are the best judge. Pa thought I ought to say:

"As silently she trips along
In Autumn's yellow tracks."

"Wouldn't that do?"

"Do! Just look at it. Does 'tracks' rhyme to 'rocks'? Not in the *Frog* it don't. Besides when you say 'tracks and rocks,' you give the impression of some fellow heaving things to another fellow who's scratching for safety. 'Socks,' on the other hand, rhymes with the 'rocks' and beautifies them, while it touches up the milk-maid, and by describing her condition shows her to be a child of the very nature you are showing up."

"I think you're right," said the sweet angel; "I'll tell pa where he was wrong. This is the way the fifth verse runs:

"And close behind, the farmer's boy
Trills forth his simple tunes,
And slips beside the maiden coy—
"And splits his pantaloons!"

"Done it myself; know just exactly how it is. Why bless your heart, you—"

Scratch, scratch, scratch, think, think, think. But it is with a saddened heart that Dicer scratches down and thinks out something new for the journal now. The beautiful vision that for a moment dawned upon him has left, but there is the recollection in his heart of one sunbeam in his life, quenched by the shower of tears with which she denounced him as a "nasty brute," and went out from him forever.

POET—"Have you read my latest effusion?" Candid Friend—"No, I have not. We are friends and I don't want to do anything that is likely to lower my opinion of you." —*Binghamton Herald.*

HE—"Dese heah kears am mighty dangerous, and hits mostly de las' kear what's smashed up."

SHE—"Why don't dey leave off de las' kear, den?"—*Ex.*

Woman's Department.**MME. PATTI.**

Mme. Adelina Maria Clorinda Patti, the subject of illustration in this department, this month, is so well known that but a brief notice is necessary. She was born in Madrid, Spain, in 1843, of Italian parents. She first appeared in this country in 1859, and last in the recent engagement at the great Auditorium building in Chicago, where she sang to the largest audience, probably, ever assembled in an opera house.

MISS ELLA J. KNOWLES is the first lady admitted to the practice of law in Montana.

OUR illustration for the Woman's Department this month is a gem. The artist's hand has been as true to the photograph as nature was to the beautiful subject.

THE W. C. T. U. claims to have 200,000 members and is said to be contemplating a magnificent temperance temple to be erected in Chicago at a cost of \$1,000,000.

QUEEN VICTORIA is credited with being an ardent student of African geography and it is said that few statesmen are more thoroughly informed upon the subject of colonization.

AN exchange suggests that the prejudice against women entering the legal profession is very unreasonable and inconsistent. It certainly is. One of the things necessary to success in the practice of law is to be a good talker.

IT is said that not long since Miss Kellogg attended a benefit performance in New York and wore a high hat. Happening to overhear the muttered imprecation of the man who couldn't see over it, she promptly removed it. That act ought to have brought down the house.

ONE of the most useful clubs in America is the Berkely Ladies' Athletic club of New York City. It has a building of its own where young ladies are trained to physical perfection. Besides the regulation gymnasium features there are billiard tables, bowling alleys and a swimming pool.

THE *American Analyst* is authority for the statement that the sale of infant foods in the United States reaches the startling sum of ten million dollars annually. It also calls attention to the fact that adulteration of food in this line is much more productive of fatal results than that so much complained of by adults.

MISS AMY C. FOWLER, daughter of an English clergyman, has volunteered to take charge of the hospital for women at the leper colony in the Hawaiian Islands, and has already sailed. She is a medical student of some ability and will at once begin a series of experiments on the patients. She declares she has no fear of the dreaded disease.

RAILROAD kings are common in America and from the following it would appear that there may yet be railroad queens:

Mrs. Charles Haines was to-day elected President of the Medina Valley Railway Company, receiving the united vote of the Directors. She is the first woman railway president in America, is 30 years of age, very handsome, thoroughly accomplished and strictly a business woman. She is the wife of Charles Haines, senior member of Haines Bros., the short-line railway builders of New York. Her husband has the contract to build the Medina Railway, and it is her money that is going into the line, which is a feeder of the Southern Pacific, and runs from Castroville, the seat of Medina county, to Lacoosta. Subsequent to her election Mrs. Haines returned thanks in a graceful speech, in which she expressed her appreciation of Southwest Texas, and stated her desire to do all in her power to develop it.

A Bad Habit.

"A great many earnest thinkers," says an exchange, "especially those of a nervous temperament, fall into the habit of scowling when they read, write or talk seriously. This causes two little perpendicular lines to plow in between the eyes. You will notice these lines in portraits of the first Napoleon, Bismarck, the late Emperor William, Whittier and thousands of others. The effect, as of all wrinkles and distortions, is to make the face ten years older."

Now, this does not so much matter in a man, to whom good looks are of small concern, but it is a blemish on a girl's face. This habit of scowling or frowning is a habit almost impossible to correct, once formed, and it is a habit formed by a great many young people. Even in sleep their brows will be drawn

together in this little frown that is an aider and abettor of age.

A smooth, white brow is one of the greatest attractions in a girl's face, and it is a shame that more attention is not paid to the correction of the bad habit. It is not so difficult if taken at the beginning. Practice speaking without moving anything but the lips, and avoid raising and depressing the eyebrows while laughing or talking. A calm and even tone and avoidance of fits of temper will save many a wrinkle."

[Written for the JOURNAL.]

The Tobacco Habit.

[Concluded.]

I now come to say a final word about the tobacco habit, and I venture to hope that this little series of articles on the universal vice has not made my readers impatient. If I have been severe in criticism I am sure it has been more just than caustic, and as I plead only for the assistance of the mothers who are training the coming men and have no desire to interfere to the smallest degree with the opiate luxuries enjoyed by the *genus homo* after he has passed beyond the sphere of maternal control I should, I think, be rightly understood.

In my last letter I allowed a reference to the history of the weed to draw me away from the discussion of the moral phase I had taken up, and I must now return to it. As I have before stated, it is the mothers I would speak to. I regard it as entirely impracticable to attempt any reform among adults but I have an abiding faith in the power of the precepts taught at the mother's knee. The mothers of the homes where the future citizens of the republic are now forming their characters are indirectly responsible for the moral standard of the coming century and I seek to enlist their interest in the subject before us.

I ask you, ladies, to lay aside your household cares for a moment and weigh the responsibility of your position. You have a little boy, perhaps, and you have in him a mission that has a better claim upon your time than any temperance, or sewing, or reform society to which you may belong. It may be very commendable indeed to take part in popular reformatory crusades, but I venture to suggest that while you are devoting your time so assiduously to the heathen in foreign lands you may possibly be raising a heathen in your own family. Never let your children be neglected for other people. You are their moral teacher no matter where they may receive the remainder of their education. Your boy needs your constant care in forming a character. It is for you to say whether he shall be a model man or not, and one of the things that can (in the opinion of every woman who will be honest with herself) prevent him being a model man, is to form the tobacco habit. And the only way you can make sure he will not form it is to caution him in time. No matter how young he may be, if he is but old enough to understand call his attention to the subject. Point out to him the evils arising from the pernicious habit. Reason with him. Show him that by contracting such a vice he is becoming his own enemy and doing himself a personal injury as surely as though he were to deliberately lay his hand on a scorching stove. Show him that nothing is gained but much lost by coming under the influence of the tobacco habit. Point out the expense involved, which is a serious matter to the young man who is just entering business life. It is a constant drain upon his slender income at a time when he needs the "sinews of war" in the race with his competitors. Do not forget to show him that it detracts from his per-

sonal appearance, too. Point out the fact that it makes him less desirable as a friend or companion, and that the tobacco user must, of necessity, inflict upon others many of the evils arising from his indulgence and thereby make himself very disagreeable. If you do this, and do it faithfully and persistently, your boy will soon possess the strength of knowledge, a power that the nicotine fiend cannot break down. You can trust him in the company of boys upon the streets without fear of contamination and rest secure in his manly strength of resistance.

It was my intention to introduce in this article some statistics of a startling character to show to what extent the human race is indebted to the tobacco plant for no insignificant number of the physical ills that it endures. But I have already carried the letter beyond its intended limit and I must desist. Should these three letters, disconnected and desultory as they are, awaken any interest in the subject among your readers, I shall gladly take up the theme again at some future day.

FAY WINWOOD.

Pursuits of English Women.

The Philadelphia *Mercury* is authority for the following:

There are 37,910 women engaged in medical and surgical work, nursing, etc.

Three hundred and forty-seven female blacksmiths actually swing heavy hammers.

Four hundred and fifty-two busy themselves in editing, compiling and writing books.

Ten thousand five hundred and ninety-two women bind books, and 2,302 assist in printing them.

One thousand three hundred and nine are employed in the various departments of photography.

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, Editor and Manager.

MARCH, 1890.

LET every disbeliever in the efficacy of federation read "Federation Tested" on page 181.

IT cost the *London Times* \$25,000 to defame Parnell. Twenty-five years in prison would have been more appropriate. After all, twenty-five thousand is pretty high when we consider how cheap Pigott got off. It cost him nothing but his worthless life.

THE editor of the *Railway Conductor*, who has a fatherly way of talking to his readers, complains that his correspondents persist in signing their articles "By Thunder," "Ox Tail," "Jack a Napes," "Hog-eyed Charley," etc., etc. Well, that's all right. There's nothing like being honest. And there is no law to compel a man to disguise his real name unless he wants to.

MR. GEORGE WESTINGHOUSE has invented a freight car buffer that will be used to lessen the shock to stock cars when the train stops suddenly. Several experiments have been made and it is said that stock can now be shipped with much more safety. While these safety appliances for stock will probably come into extensive use the old style coupler will continue its murderous career.

THE U. P. Employees' Magazine, in noting the violent death of F. B. Gowen, a notorious enemy of organized labor, says: "Hoxie, of the Missouri Pacific, soon found his grave as did Talmage of the Wabash. Collier, the attorney of the "Q" who made such great efforts to make his employers' dynamite conspiracy a success, is now con-

fined in an insane asylum." Why stop there? Paul Morton, who furnished the press reports that defamed honest men, has changed from General Ticket and Passenger Agent to "president" of a fuel company. Meanwhile the labor advocates who "bucked" the great "Q" in that memorable campaign are all doing business at the old stand.

AND now comes Supt. Bonzano to the front to explain that the "beard order" on the Reading was not what the public supposed it to be; that "some of the men wore beards in a slovenly way, and it was simply desired that they present a neater appearance." Just so. When the order had provoked a storm of indignation, its originators hastened to explain that it meant nothing particularly.

Mr. Bonzano's sudden change of base and the serene manner in which he assures the country that it meant nothing at all, reminds us of the darkey who attempted to steal a rope, but was detected in the act; and who, after being kicked all over the premises by the irate owner, scrambled to his feet for the sixth time, and holding up the stolen property, said serenely, "Say, boss, ef yo' doan wan ter lend dis rope, it's all right wif me!"

THE JOURNAL has secured an excellent photograph of Samuel Gompers, President of the American Federation of Labor—the largest and most powerful labor organization in the world. The photo is now in the hands of the artist, and at an early date we shall have the pleasure of presenting to the public the finest portrait of the great labor leader that has ever been published.

This is only one of many interesting things being prepared for the instruction and entertainment of our readers. Every issue of the JOURNAL will contain on the first page a large portrait of an interesting character. In the Woman's Department some lady whose life and work is of special interest to our readers will be pictured in a portrait varying in size as circumstances shall suggest, but always of excellent work-

manship. On our comic page we shall endeavor to regularly present some bit of comedy, while in the body of the book will be found, every month, full page illustrations of interest and value to everybody. Those into whose hands a sample copy may fall are invited to give the TRAINMEN'S JOURNAL a fair trial and an opportunity to become a regular monthly visitor.

WE have received several inquiries the common burden of which is, "Who is Tim Fagan?" A number have coupled guesses with the inquiry, with a confidence that shows they feel sure they are right. There is only one class of these guessers whom we venture to undeceive. This class boldly inquire if the editor himself is not Tim Fagan. No, the editor is not; but he feels very much complimented by such a mistake. "Tim Fagan" is the nom de plume of a gentleman who, if we mistake not, is a traveler and soldier of such experience, and has seen the ups and downs of life to such an extent that he has a rare and inexhaustible narrative fund to draw upon for all time. He is a retired officer of the United States cavalry, and "Sweetwater's Tragedy," related with eloquent pathos, is a chapter from real life. The story may not terminate "just like a novel" written by some one who knows nothing of what he attempts to tell others. But every reader who prizes the narrative that "holds the mirror up to nature" will read it with keen interest, and he whose ear is "to melody attuned" will be delighted with the grace and rhythm of expression.

PROFESSOR DAVID SWING, in discussing the causes of poverty at Central Music hall last Sunday, said: "People talk about the single tax system remedying the evil of poverty. Drinking is the most prevalent vice of our age, and increased pay with less hours of work will not work out the reform. Whiskey would rejoice in double pay and eight hours of work. It would give it a better opportunity."—National Bulletin, (W. C. T. U.).

This is certainly a remarkable position for the eloquent divine to take on the question of shorter hours for labor—that it would give whiskey a better opportunity.

In what way would it give it a better opportunity? Does Mr. Swing think that if the laboring people had two hours of leisure time it would be spent in carousing? Does he consider it necessary to keep the great masses of the people busy in order to keep them sober? What a touching display of faith in human nature!

Mr. Swing is an eminent exponent of the Christian religion. He tells his auditors that they are indebted to it for the blessings of civilization and that as a result of it the human race is growing more moral and enlightened daily. And yet he declares that after nineteen hundred years of this experience they are ready to seize upon a little leisure time as an opportunity to cultivate one of the worst vices of the age.

We do not pretend to be versed in the single-tax philosophy and do not understand how it would "remedy the evil of poverty" any more than we understand the logic of Mr. Swing's sermons which make the rich men of his flock feel all right about the story of Lazarus and go right on spending millions of dollars for useless luxuries while multitudes of little waifs are shivering, ragged and hungry, on Chicago's streets; but when it comes to protesting against shorter hours of labor for the toilers we think we understand that question, and we unhesitatingly assert that if the people who toil had a little leisure time for mental improvement it would result in a great deal more of practical morality than the rhetorical phrases that tickle aristocratic ears in Central Music Hall each Sunday. We do not wish to lodge a complaint against that pretty and harmless kind of amusement for a class of people who are willing to carry a cross but want it well cushioned. So long as Mr. Swing confines himself to searching out texts that comfort the millionaire, we have no criticism to offer; but when he declares it to be dangerous to allow the laboring people a little more leisure—that is to say, enlarged opportunities and increased power—he changes from the moral philosopher to the mere attorney for his wealthy clients, defending the conditions they wish to see maintained.

A Great Victory.

There is something very striking and important in the settlement of the trouble on the Queen & Crescent at Cincinnati. It is true the men did not receive what they should have received, but that they received anything is a very important fact. Many times have corporations done what the Queen & Crescent tried to do—discharge men without cause—and seldom have they been called to account for it. That this company was fairly and squarely forced to arbitrate the question, and by the board of arbitration compelled to make some reparation for the wrong done, is a fact that marks an epoch in the history of organized labor. *A precedent has been established.* A board of arbitration, fairly chosen, has decided that the employe has a right to the position he faithfully fills, and that the company must respect it.

The skill and diplomacy with which this difficult matter was handled and which led to such a gratifying result, must be a source of much satisfaction to the Brotherhood of Railroad Trainmen and the Brotherhood of Railway Conductors. Grand Chief Arthur and Grand Master Sargent deserve great praise for their prompt action and promises of support; but to Grand Masters Wilkinson and Howard must be given the credit for an exhibition of the most adroit management of a difficult question that has marked a notable event in the labor world for many a day. Their success in showing up the injustice of the case before the board of arbitration, when taken by surprise and pitted against a great corporation lawyer, is a triumph of which the two Orders may well feel proud.

Knights of the Rail.

The word "knight" is a synonym for every term that can describe gallant courage. It pictures to the mind the chevalier of a past age in whom humanity of that day found its hero. The deeds of valor which wrung applause from the multitude by sheer virtue of their reckless daring live for us only in tradition. But the same

spirit that furnished the source of inspiration for the romancist of the Feudal Age lives in the race to-day, and, naturally, in these times of peace, finds expression in the most hazardous of civil vocations.

Every nation has a class of citizens who spring to her defense when the national life is threatened; not that they have more at stake than others, but because their chivalrous natures render it impossible that they should do otherwise. It is just so in civil life. The very hazard of a vocation is the challenge that calls out from the soul of chivalry a response and arouses an irresistible desire to pit itself against the perils.

In this age of the world railroad life furnishes the most striking illustration of this idiosyncrasy, and it is, therefore, with perfect consistency that we refer to railroad men as knights of the rail. If the reader will stop a moment to consider the mortality statistics of American railways he must agree with this position and be impressed with the fact that the term is a most appropriate one. The soldier enters a battle knowing that many must fall, and that his chances for life are no better than the chances of others. Just so with the trainman. He is a soldier in the great American army of commerce, and goes upon duty in the morning knowing that, according to past experience, before the day has closed six of the number will be crippled and killed. Of course it may be but two or three, or it may be twenty; but he understands that that is the average to be maintained the year around, and that it is absolute and certain. He stands, as it were, in an assembly from which the hand of fate is to strike six men each day, and no man knows where the relentless blows will fall.

Courage is, always has been, and deserves to be forever ranked among the highest attributes of human nature. It is a motor that lifts and elevates the race. In the degree that men possess it they become noble, and without it they cease to be men. Courage has always won applause, and should win it still. The love of gallantry

that created the Legion of Honor in the dawning of this century should not die in its evening. America of all nations should be quick to recognize the merits of her truest knights, and hasten to accord to them the place of honor their deeds of civil valor deserve.

Chats With Non-Union Laborers.

II.

In the February number of the JOURNAL we had a chat with you about some of the reasons why you should become a member of the Brotherhood. Of course you could not give answers to the propositions presented for your consideration, except in your own mind. But that is all that is necessary, for there is but one answer to them; but should you at any time desire the answer to reach others, these columns are at your command. Hoping that the matter, as it was then presented, has been seriously considered, we will now proceed to another question.

You may or may not have a family. If you have not you are probably supporting a mother or sister, or possibly both, who have no other means of support and are dependent upon you for the necessities of life. If you have a family, your obligations are still greater, and you have reached the zenith of moral responsibility. Your wife and children are your wards from now until the close of their lives, no difference how long or short yours may be. Your responsibility does not end with your death. No true man will say to himself, as an English statesman once said of a parliamentary measure: "Its good results will last while I live, and those who live later must then grapple with the problem for themselves." Such an assertion is not merely unnatural, but it is brutal. Every true man looks beyond death and asks himself what will be the conditions of things when his wife is a widow and his children orphans. He knows that the task of getting a living is difficult enough for the strong and daring, and with the keen sagacity born of the noblest emotions of the human heart, he strives to make some arrangement whereby

his power as protector and defender may not cease when the coldness of death is upon him.

There is only one way in which this can be accomplished by the laboring man. That one way is to carry an insurance policy in some institution that will not refuse to pay it to your heirs after you are dead. Are you doing this? Have you a policy issued by a company or association that you know positively is safe? If not, do you feel just right about going out on the road to-night? Do you not know that you are placing your wife and children in peril? The blow that hurls you to your death will strike from them the means of support and leave them but little better than penniless. Don't deceive yourself by thinking you will "come out all right." Don't close your eyes to facts. You are engaged in the most hazardous business upon earth. Your life is in constant peril. Death hovers about you every day, and you have no right to take such risks with your family unprotected.

Come into the Brotherhood, and come now. The moment you become a member your family is safe from want. No lawyer will be employed to cheat your wife out of the money. No court will set the case aside on some little technical point. It is just the same as though you had a thousand dollars deposited in a good bank and the certificate in your hands. Don't delay in a matter of such importance. Many a man has been killed with the application in his pocket.

There is only one course for a sensible, thinking man to pursue. He should act and act promptly. He should at once decide on the best and surest method of protecting his family. If there is a lodge in your town, join it. If there is not, take steps to establish one. It is no small honor to found such a benevolent institution. It is an act for which the trainmen of your vicinity will owe you a debt of gratitude.

The Journal Now and to Be.

We ask the indulgence of the reader for a moment while we call his attention to a few facts. We have no desire to insult

him by asking whether he has noticed the improvement in the JOURNAL lately, but will venture to enquire if he has caught them all. In other words, have you stopped to reflect on the fact that the TRAINMEN'S JOURNAL has become one of the very best magazines of its class in the world? In making this broad assertion we have no reference to the character of its editorial matter. The reader must judge its editorial columns for himself, and, guided by his own tastes, say whether they are up to the standard of the remaining pages of the book. But leaving the editorials out of the question we beg leave to point out a few special features.

In the first place it is the ONLY magazine of its class in the United States that can boast of the special feature of being regularly illustrated with from four to six engravings made for each monthly issue by a first-class artist. It is not a trashy line of cheap cuts borrowed from the advertising department of some railroad company and presenting the tiresome pictures that everybody has seen many a time, but photo-engravings presenting pictures and portraits that entertain and instruct.

Second, it is the ONLY magazine of its class in the United States that gives a monthly record of death and accident to trainmen and enginemen on the railways of North America. Every day is making our facilities for gathering this class of news more perfect. This feature is of special interest to all classes of railroad men, for each and everyone of them has friends in the service in many parts of the country, and the JOURNAL's superiority in this respect over all other publications is bringing it many subscribers.

Next, we invite your attention to the excellent class of contributors the JOURNAL is securing. The number is yet small but it is growing. Tim Fagan, Hattie Tyng Griswold, Fay Winwood and two others who are soon to appear, make it certain that there will be no dearth of literary entertainment for our readers. That these brilliant contributors bring good cheer and

prosperity with them is already apparent, and their entertaining articles are already attracting attention and being widely reprinted (in some cases, we regret to say, without due credit to this journal).

And last, allow us to call your attention to a few general items: The JOURNAL is just one-third larger than it formerly was. It is also composed almost entirely of original matter. Its general arrangement, its careful make-up and its freedom from typographical and mechanical errors should be placed to its credit when making comparisons. And, finally, do not overlook the fact that each separate feature and department is in harmony with the whole. Upon all questions it takes a fair but fearless position and no part of it is so conducted that it lowers the dignity of tone that characterizes the entire book. Every article is subjected to the rigid test of merit, and you will not find a single trashy line from the first page of January to the last page of December.

In short, the TRAINMEN'S JOURNAL has an ambition which the book, mirror-like, is reflecting. It fain would be a leader of opinion in the labor world, with an influence that would be felt in every effort to promote the welfare of organized labor and ennoble the condition of America's toilers. To this end it is shaping every policy and bending every energy. In this race for the goal of success the enemies of progress shall call no halt. Every discouragement shall be held in contempt, every difficulty surmounted, every obstacle overcome and no impediment that stands in the way shall endure. And if in the course of time, the desired point is not reached, it will be for the very unnatural reason that the members of the powerful organization the JOURNAL represents do not endorse such a course. On that point, however, there can be no doubt. That every order should contain some little, narrow souls whose loftiest aspiration is to block the wheels of progress is natural; but the great majority is the conservator of reason, of power, of progress, and the weak criticisms of puerile cynics will count for naught.

Railroad Notes.

MEXICO has less than six thousand miles of railway.

THERE is said to be great activity in railroad building in Russia.

THE Chicago and Northwestern operates 4,243 miles of railroad.

RUMOR has it that the Santa Fe will build into Burlington, Iowa.

THE Ohio and Northwestern road will be sold on foreclosure March 13.

THE Santa Fe has christened one of its new dining cars "Nellie Bly."

THE Chatanooga Southern is building twenty-five miles of additional track.

THE Diagonal has leased the Iowa Central line from Mason City to Lyle.

QUEEN AND CRESCENT earnings for January show an increase of \$43,333.78.

A party of Santa Fe engineers have just finished a survey from Joliet to Dubuque.

GENERAL MANAGER GREEN, of the Big Four, has abolished the position of Traveling Engineer.

IT is said that the Grand Trunk intends building 2,000 more freight cars for its Western division.

THE total length of the proposed Siberian Railway, supposing it is ever built, will be 4,375 miles.

WORK began recently in Kentucky on the Richmond, Nicholasville, Irvine and Beattyville Railroad.

FIVE hundred Decatur merchants have petitioned the Illinois Central to build a respectable depot in that city.

THE Nebraska Central Railroad Company will soon commence building its new bridge across the river at Omaha.

LOCOMOTIVES cost in the United States from \$7,000 to \$8,000. The English locomotive costs about \$12,000.

BIRMINGHAM (Ala.) brakemen struck for \$2 per day, firemen \$1.75, conductors \$2.50. The engineers get \$3.50.

THE taxes paid by the Chicago, Rock Island and Pacific in Kansas for the year 1889 amounts to \$268,519.

THE Philadelphia & Seashore Railroad will build this coming season sixteen new stations along the line of the road.

IT is rumored that the Brotherhood of Railway Conductors may establish headquarters at Terre Haute, Ind.

THE Santa Fe has scored another fast freight run. Car No. 957 was sent from Galveston to Denver in just 72 hours.

THE Pullman Palace Car Company is operating over 110,000 miles of railroad, according to a statement just compiled.

THE Big Four's round house is about completed. The yards adjoining the round house will accommodate 1,000 cars.

IT is rumored that there is a proposed consolidation of the Ohio Southern and the Dayton, Ft. Wayne and Chicago roads.

A Rome newspaper correspondent says that Italian railroads are the worst representatives of progress in that indolent nation.

THE Jacksonville Southeastern line which parallels the Wabash from Litchfield, will be completed to East St. Louis by April 1.

THE Big Four management has decided to lay 11,000 tons of new steel rail on that part of the system formerly known as the Bee Line.

THE train and enginemen of the Vanderbilt roads are credited with making efforts to form a local federation.

THE Chicago & Alton is building, at its own shops, four complete trains, which are to be put on to run between Chicago and Denver.

CONDUCTOR LAFFERTY of the O. & M., recently tried for embezzlement and acquitted, has brought suit for damages against the company.

IT is said to be the intention of the Denver, Texas & Ft. Worth to build shops at Fort Worth that will cost not less than \$150,000 or \$200,000.

THERE are nine counties in Northern Arkansas, lying in a body, that have not one mile of railway. The population is estimated at 110,000.

WORK was begun Feb. 12 on twenty-five miles additional of the Chattanooga Southern Railroad, which is to be finished in sixty days.

THE Rio Grand tunnel through Tennessee Pass near Leadville is well under way and is one of the greatest engineering feats of the times.

THE Chicago & Alton Road, with 800 miles of track, did not have an accident during the year 1889 in which a passenger was injured or killed.

A SPECIAL on the Philadelphia & Reading covered the fifty-five miles between Waynetown and Bound Brook, it is claimed, in fifty-three minutes.

THE Canadian Pacific, says an exchange, will be running regular trains into Detroit by March 16, and will soon enter Chicago over the Wabash.

THE Northern Pacific monthly statement of gross earnings shows a decrease for January. This is the first decrease the company has shown in many months.

THE recent wreck at Peoria, caused by the bridge giving way, has led to the determination to allow no more "mogul" engines to run into Peoria over the bridge.

COMMENCING March 2, the passenger coaches on the fast mail over the Union Pacific will be dropped to enable the company to rush the mail through in the quickest possible time.

THE main line of the Ohio, Indiana & Western is now laid with steel rails. Twenty-five miles of the Peoria Division have been relaid with sixty-pound steel rails in the last two months.

THE longest freight train that has ever been pulled by a single engine on any road passed over the Baltimore & Ohio the other day. It consisted of ninety-eight freight cars and a caboose.

THE Santa Fe is the largest railroad system in the United States and embraces 7,706 miles. The Union Pacific follows with 6,288. The Southern Pacific holds third place with 5,931 miles.

SEVEN new railroads have been projected for Egypt, the locations having already been determined by the engineers of the public works department. Their aggregate length is 120 miles.

THE James-Strong engine, which is said to be able to pull a train of fifteen cars eighty miles an hour, is shortly to be tested on the Cincinnati & Southern Railroad from Cincinnati to Chattanooga.

THE Railroad Commissioners of Michigan have issued an order prohibiting the stringing of wires in crossing railroad tracks at a less elevation than twenty-four feet above the rails. These lines are multiplying rapidly, and are believed to be a fruitful source of danger to trainmen on the top of cars.

IN the month of December four freight engineers on the Cincinnati and Chicago division of the Big Four earned \$190 each, and a number of engineers received \$170 for the month's work.

THE locomotives which haul the fast trains on the New York Central Road, between Albany and New York City, in making the trip one way consume six tons of coal and 3,200 gallons of water.

A ST. LOUIS, IRON MOUNTAIN & Southern mail car was destroyed by fire near Knobel, Ark., Jan. 22. The breaking of a lamp was the cause of the fire. Registered mail to the amount of \$40,000 was lost.

THE Barnes car coupler has been adopted by the entire Vanderbilt system of railroads for all freight cars running over its various lines. There are over 4,000 patents for car couplers in the United States.

FORTY miles of the new Wyoming, Salt Lake and California road, a Union Pacific enterprise, were ready for the rails February 1, and before April the line will be ready for operation between Evanston and Park City.

THE imperial train of the Czar of Russia is lighted by electricity, which is furnished by a complete plant carried in a car by itself. The train consists of fifteen cars, and during 1888 it ran upward of 5,000 miles.

THE New York Central recently placed an order with the Schenectady Locomotive Works for twelve monster passenger engines for its fast trains. They will have 19x24-inch cylinders and a 5-foot 10-inch driving wheel.

AN expert engineer says the recent trials of the Strong locomotive on the Cincinnati, Hamilton & Dayton

Railway demonstrate that the locomotive is built on a principle which gives greater speed than any valve motion yet devised for fast engines.

THE great project of a railway from Sioux Falls, S. Dak., to the Pacific Coast, running through Wyoming, Idaho and Central Oregon, is being pushed by some Western capitalists who claim to have already nearly secured the necessary stock subscriptions.

THE Ohio and Northwestern railroad is to be sold at foreclosure sale on March 13. This property, which extends practically from Cincinnati to Portsmouth, Ohio, was formerly known as the Cincinnati and Eastern, and has gone through bankruptcy before.

THE grading on the Missouri Pacific extension from Ft. Scott, Kan., northeast to Tipton, Mo., has been nearly finished between Ft. Scott and Rich Hill, Mo., a distance of about twenty-seven miles. The track-laying will be commenced in two or three weeks and completed between these points immediately.

THE great objection to the compound engine has been the slowness with which it started a train. The Michigan Central claims to have wholly overcome this objection. With a heavy train the compound engine which that company is testing gained a speed of twenty-nine miles an hour on a 1000-foot start.

THE Pennsylvania Central Railroad has one of the new bicycle engines. It is larger than the ordinary engine. Its peculiarity is that it has only two driving wheels. The bell is wrung by air pressure, and the sand is distributed along the rails by the same means. The engine runs between Jersey City and Easton.

THE work of double-tracking the Grand Trunk Railway between Toronto and Montreal is proceeding rapidly. The contractors, McCarthy Bros., of Chicago, say that they will employ none but Canadians if the supply is equal to the demand, and that foreigners will not be imported until necessity compels it.

ENGINE No. 1006 on the Wabash road, with a train of three cars, ran eighty-three miles in ninety-nine minutes, it is claimed, time taken for stopping at railroad crossing and slowing down through towns to be deducted. This is said to be the best run ever made on the Eastern Division of the Wabash road.

THE Denver *News* says: "It will require but a few days now to complete the grading on the Pike's Peak cog road. The erection will begin next week of the electric light line along the road. The electric lights will be placed every 400 feet. If necessary, work will be continued on the road at night by the aid of these lights."

A DISPATCH from Monroe, La., says: In the case of Mrs. McFee vs. the Vicksburg, Shreveport and Pacific Railroad the jury to-day returned a verdict in favor of plaintiff for \$30,000. Plaintiff's only son, a fireman on the road, was killed by an engine turning over on him and scalding him to death. He was the second son of the plaintiff killed by the road.

THE largest locomotive in the world has just been placed on the Big Four road. It is sixty-five feet in length and weighs 130,000 pounds. It has two boilers, between which the cab is placed, which is as large as a small house. On the pilot twenty people can be seated. It requires two firemen and one engineer, and its inventor claims it can, under favorable conditions, make ninety miles per hour.—*Tradesman.*

ANOTHER of the discharged conductors of the Rome, Watertown and Ogdensburg has won his suit against the company, and the verdict against the company obtained by another has been affirmed by the general term. The defense in all the actions brought by the conductors is that they were engaged in the system of robbing the company by retaining a part of the money paid to them for fares. The company's witnesses are all Pinkerton detectives.—*Globe-Democrat.*

THE Big Four has issued a notice to employes that all requests for transportation must hereafter be made through the head of the department in which the applicant is employed. Notice is also issued stating that it is necessary that the amount of free transportation, account of employes and their families, be reduced, and for this purpose a special form of employes' ticket which can be used between all stations has been issued and will be sold at the rate of one cent a mile.

MR. McMACKEN, member of the Ohio Legislature from Butler county, continues in his efforts to make it interesting for the railroads, says the *Globe-Democrat*. "He has introduced another bill, which will doubtless meet with serious opposition from such corporations. It provides that twelve hours shall constitute a day's work for trainmen, and prohibits any railroad company from working such men longer than twenty-four consecutive hours, after which they shall be permitted to "lay off" at least eight hours before taking out another train. It also contains a provision allowing extra pay for each hour over a day's work, thereby preventing the railroads from keeping train crews on the road twenty-four and thirty-six hours at a stretch and allowing them pay for one day only."

On the Road.

BRAKEMAN CHARLES JOYCE was killed at Saginaw, Mich., Feb. 15.

ROBERT FARRELL, a brakeman on the C. B. & Q., was killed near Arensville, Ill., Feb. 8.

BRAKEMAN PATRICK RUSSELL was killed while coupling cars at Westminster, S. C., Feb. 12.

HARL HOLLIDAY, a Missouri Pacific brakeman, was killed in the yards at Lexington, Mo., on Feb. 13.

FEB. 11, Jno. White, a C. B. & Q. switchman, was thrown from a train in the Galesburg yards and instantly killed.

BRAKEMAN DAVID HARRIS was seriously injured at Barry's Junction, Pa., Feb. 7, by a collision of two engines.

J. CRESSEN, a freight brakeman on the St. L. K. & N., was struck by the bridge at Buffalo Creek, Mo., Feb. 11, and killed.

IN a collision near Bowerstown, on the Panhandle road, Feb. 6, Engineer Martine and Fireman Turner were badly scalded.

FEB. 12, two engines collided in the Santa Fe yards at Albuquerque, N. M., and Engineer Wm. Taylor was scalded to death.

ALBERT WELMOTH, a passenger brakeman on the C. & P. Railway, was run over and killed near Princeton, Tenn., on Feb. 13.

A PASSENGER train on the Norfolk & Western was wrecked Feb. 9, near Bristol, Tenn. Baggage-man Adams was fatally injured.

By the collision of two coal trains on the Lehigh Valley at Audenried, Pa., Feb. 12, twenty cars and the engines were badly wrecked.

HENRY BUSH, a Pittsburgh engineer, and his fireman, Louis Burcher, were badly bruised in a wreck on the Baltimore & Ohio road, Feb. 7.

W.M. ZEIGLER was killed while coupling cars at Grapecreek, on the C. & E. I., Feb. 8.

CLIFFORD HARVEY, a switchman on the Illinois Central, was killed at Cairo, Ill., Feb. 15.

BRAKEMAN C. B. KELLER fell from the top of his train near Chillicothe, Tex., Feb. 6, and was killed.

BRAKEMAN JAMES McCANN had his hand badly mashed while coupling cars at Olean, N. Y., Feb. 5.

A COLLISION occurred on the A. & G. S. R. R., near Coaling, Ala., Feb. 12, causing the death of Engineer Doolittle.

HUGH MOORE was run over and killed while switching in the Houston & Texas Central yards at Hampstead, Tex., Feb. 15.

JOHN GALLAGHER, brakeman Pittsburgh, Virginia & Charleston, while making a coupling at Pittsburgh, Pa., Jan. 29, had an arm crushed.

A WRECK occurred on the Baltimore and Ohio road, Feb. 14, at Bairdstown, O., killing Brakemen Geo. Ellison and Chas. Reynolds.

Two express trains met in collision Feb. 12, between Bisset's Station and Montreal, Can. Robert Thompson, an express messenger, was killed.

IN a wreck near The Dalles, Oregon, recently, Conductor French, Brakeman Seeley, and Engineer George were seriously and probably fatally hurt.

A PASSENGER train on the Monon route collided with a freight near Mitchell, Ind., Feb. 14, killing W. H. Dillard, engineer, and J. B. Godinger, fireman.

AT New River Station, Pa., Feb. 10, a Norfolk & Western coal train ran into a boulder which dropped from the mountain onto the track, instantly killing the fireman, brakeman and engineer.

J. G. ALEXANDER was killed, Feb. 17, at Stuggart, Kan., while coupling cars on the Cotton Belt road.

ED. WHALEN, brakeman Chicago & Northwestern, was run over and killed at Polk City, Iowa, Feb. 7.

A. J. WILMOUTH, a brakeman on the L. & N. R. R., was run over and killed at Cobb Station, Ky., Feb. 14.

HARRY PIERCE, a brakeman, was killed Feb. 14, in a wreck on the D. L. & N., near Stanton Junction, Mich.

RAKEMAN SAMUEL COCHRANE fell from his train on the Cincinnati, Selma & Mobile, Feb. 18, and was killed.

PATRICK FLYNN, a brakeman, was slightly injured in a collision on the Lehigh Valley, at Buffalo, N. Y., Feb. 14.

FEB. 6, Brakeman Wm. D. Tousley was killed while coupling cars at Ashland, Wis., on the C. St. P. M. & O. road.

JOHN BROWN fell from his train while braking on the Grand Trunk, near Burlington, Ont., Feb. 16, and was killed.

GEORGE KISLER, No. 67, was killed on the Utah Northern Feb. 12 while switching. His foot was caught in a guard rail.

RAKEMAN C. T. CLAPPER had his arm broken while coupling cars on the Rock Island at West Liberty, Iowa, Feb. 18.

HARRY PARSONS, brakeman St. Louis division L. & N., had a foot crushed while coupling cars at Mt. Vernon, Ill., Feb. 9.

HOWARD HORN, brakeman Jersey Central, was thrown from a locomotive at Mauch Chunk, Pa., Jan. 31, and seriously injured.

RAKEMAN LYNAS HUSTON, of the Chicago & Atlantic, fell between two freight cars at Decatur, Ind., Feb. 3, and was fatally injured.

JOHN ALLISON, switchman Chicago, Burlington & Quincy, was run over by an engine in the Peoria, Ill., yard, Jan. 30, and killed.

ANDREW WALTS, a brakeman on the New York Central & Hudson road, was struck by a bridge at Troy, N. Y., Jan. 28, and killed.

JOHN P. KLINE, brakeman, Atchison, Topeka & Santa Fe, fell from his train near Raton, New Mexico, Feb. 7, and had both of his legs cut off.

AT Eubanks, Ill., Feb. 15, a freight train on the C. B. & Q. struck a construction train. Eleven cars were wrecked, and both engines seriously damaged.

AN open switch caused a wreck on the Northern Central Railway near Harrisburg, Pa., Feb. 9. Arthur Emerton, fireman of Pacific express, was killed.

PHIL. CARROLL, one of the oldest conductors on the Pittsburg, Fort Wayne & Chicago Railway, was run over and killed Feb. 11, near Clark Station, Ind.

FEB. 15, Conductor Clarence Johnson, of the Texas Pacific, was dragged six car-lengths under a caboose while at Honey Grove, Tex., and was terribly injured.

THOS. CONAHAN, brakeman, caught his foot in a frog while making a coupling at Mauch Chunk, Pa., Jan. 31, and it was so badly crushed that amputation followed.

FIREMEN YOUNG AND SIMPSON were killed at Bellevue, Ohio, on the Lake Shore road, Feb. 13, by the collision of two engines. Engineer Phelps was also severely injured.

ENGINEER H. CROW and Brakeman Wm. Gray were killed in a collision of two freight trains on the Cincinnati Southern, Feb. 15. Fireman Moore was also severely hurt.

WEBSTER IRVING, a brakeman, was run over and killed on the Philadelphia & Erie, at Wayne, Pa., Feb. 17.

A WRECK on the Kilkenny road, near Lancaster, N. H., Feb. 1, resulted in the death of L. F. Crouch, engineer, and serious injury to George Gonyea, brakeman, and W. Balch, fireman.

ON Feb. 7 a B. & O. mail train ran into a snowdrift and the engine and one car were thrown into the Yough river. Engineer Bush and Fireman Burcher were seriously but not fatally injured.

A FREIGHT train on the Central Massachusetts ran into an open switch and struck the rear of a mixed train on the side track at Ware, Mass., Feb. 15. Serious damage to the engine and cars resulted.

By the explosion of a locomotive boiler, Feb. 13, on the P. M. & Y. Railway, near Douglass Station, south of Pittsburg, Pa., Engineer Wm. Ludwig was killed. The remainder of the crew were seriously hurt.

FEB. 6, a train on the T. & P. road struck a cow near Seymourville, La., causing the engine to leave the rails. Jno. P. Crilley, conductor, and Barney Bliss, engineer, were instantly killed. The other trainmen escaped with severe injuries.

FEB. 19, at Cape Point, Cal., a plow engine and four other locomotives were derailed by a broken rail. Three engines went down a bank fifty feet, and Brakeman J. Williams was killed. All of the engineers were more or less bruised.

FEB. 3, a freight train pulling out of Peoria on the I. B. & W., went through the bridge across the Illinois river. Brakeman Lewis, of Urbana, and Fireman O'Brien were killed. Engineer Charles Neville was caught in the wreckage and held a prisoner twenty-seven hours, when he expired.

The Brotherhood.

LONG letters cannot be published.

CORRECTIONS for the Directory should reach us as early in the month as possible—the earlier the better.

We are indebted to Bro. Hubbell of No. 223 for a cheering letter. He reports business rather dull on the C. P. Ry.

No. 135 has sent us resolutions on the death of Bro. Wm. Rich. We regret that limited space prevents full publication.

JOHNNIR GRACE, W. C. shops, Chicago, Ill., wants the address of Ed. P. Grace, formerly a conductor on the Texas Pacific.

A MEMBER of No. 45 writes that there is a mistake about Ed. Marr being expelled for deserting his family and that the real cause of expulsion was selling intoxicating liquor.

We made a mistake in saying last month that certain supplies had been mailed from the G. S. & T.'s office. What we should have said is that they are ready to be mailed on application.

EMPIRE CITY LODGE No. 197, gave their fifth annual ball February 12th, and did so well that they got a half column account of it in one of the city papers together with a brief review of the Brotherhood's benevolent principles.

A NUMBER of persons have placed us under obligations by sending articles clipped from newspapers and magazines, but the most of them forgot two very important things: Always mark on the slip the NAME of the paper and the DATE of the issue. Unless this is done the articles can seldom be used.

THERE are a large number of names on our mail list, which, in large cities like Philadelphia, Chicago and St. Paul, have no street address. The omission is doubtless because the agent cannot obtain them. If you don't get the JOURNAL when your neighbor does, call at the general delivery if possible, and then immediately send your street address.

"SNIPE" writes from Butler, Ind., that No. 141 gave their fifth annual ball on January 24; that the decorations were fine, the music excellent, the dancing immense and the supper ditto; that the whole thing was a solid success socially and financially and that it was an oversight that the ticket intended for the JOURNAL's pencil pusher failed to reach this end of the route.

ONE thing that causes a great deal of unnecessary labor in the JOURNAL office is this: When the JOURNAL agent wishes to add to or strike from his list a dozen names, instead of sending these names alone with the necessary information, he makes out an entire list of the members as it should read. This must, of course, be compared name by name with the old list, in order to find the few changes to be made.

THE financier of No. 186 calls for the address of J. A. Bradley, Wm. Owens, E. F. Murphy and F. D. Williamson.

A. W. S. writes an acceptable letter, but he should give his name to the editor. Our rule on anonymous communications will be strictly adhered to.

THE number of our communications is increasing and we shall at once make room for more of them to appear. Several are on hand which will not go into the waste basket.

SOME of our JOURNAL Agents are becoming excellent reporters and are watching their territory in a way that enables us to publish some news that cannot be found in any other publication.

BRO. SLATTERY writes from New Mexico No. 77, which was defunct, has reorganized and is in splendid condition, he says, with the brightest prospects ahead. It has good material and some members who are sure to hold the lodge in the flourishing condition that means success.

A little information as to how the JOURNAL is printed will show you the necessity of sending directory corrections at an early date. The book is printed in four sections, and under present agreement must be delivered to us by the printer on the 25th of the month so that it shall reach subscribers on the first of the following month; the mailing occupying two days and transportation about three. To do this with so large an edition, we must go to press with the last form on the 13th. This form contains the news matter and must be last. The directory is given the next best place and goes to press four days earlier; so that changes must reach us by the 9th or they will have to lie over until the next issue.

A MEMBER of 229 sends two questions: 1. "What famous American relates in his biography that he had discovered that he was the youngest son of the youngest son for five generations?" 2. "Who wrote the preface to the first English edition of Uncle Tom's Cabin?" If such questions may arouse some interesting discussions among our readers we will cheerfully give them space, but we fail to agree with our correspondent that they "are important." In our opinion it is better to know what Franklin did for the liberty of the people than to strike up a personal acquaintance with all his grandfathers. However, if some of our readers feel like displaying their ability to grapple with this line of conundrums and it calls out a response, that is better than silence on all subjects. We therefore place the questions before them. As to the editor answering such questions, he will not attempt it. There is one question constantly before him and absorbing every moment that the pencil is not occupying: "How can the circulation be pushed

to a wider circle?" This question has a hundred branches and some of them are demanding a thoughtful answer every day. We therefore decline to take time to answer questions we know or to rummage through encyclopedias to find what we don't know. But anything likely to interest our readers will be placed before them.

We have no desire to offer unnecessary advice to our correspondents, but a few hints are always in place. In sending contributions please bear in mind that it is the desire of the editor to publish what will please the great majority of the readers. Articles dealing with current events which involve the welfare of labor are preferred. We attach very little importance to essays on abstract subjects, and such contributions are liable to be filed away and not used for a year. Write of the practical everyday things that go to make up the life of the trainman. Don't expect everything sent to be accepted, and don't suppose that it goes into the waste basket because it does not appear immediately. Well regulated magazines sometimes hold articles two or three years before printing them. All items relating to news will, of course, take precedence.

We are receiving a number of communications, accompanied by the information that the writer will feel personally indebted if his contribution is given space. Such suggestions are a waste of time. The JOURNAL is not conducted on that principle. Every article must stand on its merit, whether from a friend or total stranger, and must pass the same rigid examination.

LAST month we printed a letter from a member saying that another member who had been reported as defrauding his lodge was wrongly accused, and an examination had proved him to be innocent. Now, this kind of thing is constantly occurring. We get a notice to publish a man as a dead-beat and the next mail brings a letter saying that it is all a mistake. Sometimes these retractions come in time to prevent publication, and sometimes they don't. It may be thought that no damage is done if it is corrected in the next issue. But such is not the case. Thousands of men read the damaging article, put the unfortunate victim down as a villain and never read the correction at all.

The JOURNAL regrets that it can not find out every rascal and expose him, but that is no reason why it should be the unconscious instrument for defaming honest men. "Better that many guilty men escape than that one who is innocent should suffer," is as true as it is old. But aside from this there is another thing to be considered. If the JOURNAL publishes a false and damaging article about a man, he can recover damages in such a sum as would make it a very serious matter. The laws relating to publications allow an editor in this country plenty of liberty and license, but he must keep within the sphere of

facts. The personal rights of a citizen of the United States is something very unpleasant to trifle with. It don't signify that the JOURNAL is innocent in the matter. If it allows its columns to be used to misrepresent a man it is responsible. And what is to prevent a certain man defaming an enemy where he knows him to be innocent? It would be an easy thing to do if the JOURNAL is to publish a man as a dead-beat or a thief whenever such a letter is received.

We must, therefore, decline to publish any such letter from any person. When a lodge expels a member we will publish it and the cause of expulsion in the official columns. In that we are perfectly safe. If a mistake is made the lodge is then responsible. If it is a fact that a member is expelled, we have a right to print that. But under no circumstances will we publish a charge against a member who has not been found guilty by the lodge.

EDITOR JOURNAL:—I find Brotherhood affairs flourishing everywhere, though owing to the general rush of business it is impossible to get large meetings. The law in regard to payment of dues meets with almost universal approval, although some lodges were not prepared for it. Especially do I wish to call the attention of the Brotherhood to the advantages and importance of having a Ladies' Auxiliary established at all places where we have lodges. To properly appreciate their worth it is only necessary to visit Ft. Gratiot, and the most skeptical will be convinced that it is for the best good of all interested, to promote the growth of the "Auxiliary." I hope a new feature to Union meetings will be introduced this season, that of having the ladies invited to co-operate with us.

Fraternally yours,

C. H. TERRELL,
Owosso, Mich.

The Way it is Apt to End.

EDITOR JOURNAL:—Railroading has its charms as well as its horrors, but the average young man always looks at the sunny side and he depicts to himself his future prospects.

I, like many others, felt a longing to twist the brake and in the course of time reach that elevated position, the "Throttle." This was the height of my ambition, and to that end I looked with the brightest anticipation. I labored for five years on the cars and during this time I did not receive one scratch, nor was I the cause of injuring others by neglect of duty in any way. I felt much pride in myself as a railroad man, on account of my record. I exercised due care in all my work, but on the 31st of last October, in the act of making a "fly" with some freight cars, after pulling the pin I fell on the middle of the track and the cruel wheels passed over my left leg below the knee. This darkened my future hopes, crushing out all the bright prospects

that loomed up before me. My friends reconciled me by their kind words and assurances.

Fortunately for me, I was a member of the Brotherhood, and in good standing at the time. I have the good of my brothers at heart, and for that reason I urge them to join the Brotherhood, and if by misfortune they fall a victim to the wheels they will have some money to fall back on and not be thrown on the cold charity of the world. I am attending school and will continue until I perfect myself for the business duties of life. I take much interest in my studies and my teacher is an old friend of mine, which adds to the interest of my work. With kind wishes to all my fellow brakemen, I am yours,

JOHN DOONER, Ashley, Pa.

A Ball and a Wreck.

EDITOR JOURNAL:—On Christmas Eve, LaGrande Lodge No. 315, gave their first annual ball at this place, and it was a success both socially and financially. Great credit is given Bro. Kelley for his untiring energy in making preparations and entertaining the guests. Blue Mountain Lodge No. 348, B. of L. F., presented LaGrande Lodge No. 315 B. of R. T., with a splendid Bible and box. Mrs. J. M. Berry, a book mark with name of lodges and the word "Federation." It is very handsome. The ladies of LaGrande presented a beautiful altar cloth which lodge 315 prized very highly.

On January 16, a sad accident occurred while "bucking snow" four miles west of LaGrande. Two heavy engines were coupled together, the head one left the rail and went down an embankment of forty feet, instantly killing Fireman Fred Wellman and seriously injuring Engineer Hooker. Bro. C. H. Fisher, conductor on the train had his left leg so badly injured that amputation became necessary. He is doing well at present and is in a fair way for recovery.

E. C. PATTERSON,
LaGrande, Oregon.

Nothing Slow About This.

EDITOR JOURNAL:—I acknowledge receipt of \$1,000 for my total disability claim. Permit me to thank the Brotherhood for the same. It is a noble order and one which all brakemen, conductors and switchmen should belong to. It is a great relief to many a stricken family and injured brother, as in my case.

Speaking of trains making fast time, I think I can give the fastest time on record. I set it down at the time but forgot to give date, but it was the last of August, 1888. Here it is as I took it at the time, counting 20 telegraph poles to the mile, which is about right here: First 20 poles (after timing) 35 seconds; 2nd 20 poles, 33 seconds; 3d 20 poles, 35 seconds, and 4th 20 poles 34 seconds. Engine 172, engineer, Zeeglar; conductor, McLellan; train No. 20, passenger, between Deming and Lordsburgh, N. M., going

west. This does not seem reasonable, nevertheless it is true. It was so dusty we could just see the telegraph poles from the sky-light, although it was only 3 o'clock p.m. I have never seen anything to any way near equal it. The road is as straight as an arrow and on a rolling prairie. M. A. Zeeglar is still pulling passenger between Tucson and Yuma. I was braking on the train at the time. JAMES F. ROBINSON,
El Paso, Texas.

Nearly Sixty Miles an Hour.

EDITOR JOURNAL:—Having succeeded in having part of my first letter published, I shall try again.

We have had the pleasure of Bro. T. T. Slatery's presence with us twice this last week and our lodge feels greatly refreshed and full of new life in consequence. We were getting old and rusty in Brotherhood affairs, but with the help our grand officer has given us we are once more ready for the battle. Have just received JOURNAL for January and will say that it is away up. It has always been a hobby of mine to build up our JOURNAL, and I am glad to finally see the work commenced.

While our brothers are discussing fast runs, I will say that Nellie Bly was given a very fast ride over this division of the Santa Fe Route not long ago, coming from La Junta to Dodge City, 206 miles in three hours and thirty minutes.

BREEZY,
Dodge City, Kan.

Lackawanna's Ball.

EDITOR JOURNAL:—Turner Hall never presented a prettier scene than it did last night, the occasion being the fifth annual ball of Lackawanna Lodge, No. 95, Brotherhood of Railroad Trainmen. The whole building appeared to be transformed from brick and mortar into a bower of oriental beauty, in which whirled the gay and festive to the sweet and delicious music of Bauer's popular orchestra. The hall was handsomely decorated with evergreens and mottoes. Chinese lanterns hung in profusion and over them gorgeous umbrellas of the Orient, which caused the mellow rays to fall delicately upon the merry dancers, lending a most pleasing effect to the picture. Pendant from the wall-beams hung highly polished brakemen's lanterns of all colors in use, and above these the different signal flags. Beyond the orchestra, on the stage, were the words,

"Benevolence, Sobriety and Industry," artistically interwoven in blue and white, and surmounted with choicest plants and evergreens, and was a very noticeable and commendable feature. In front of the stage between the dancers and the orchestra was a locomotive headlight, on which was inscribed

"Lackawanna Lodge No. 95,
Brotherhood of
Railroad Trainmen, Scranton, Pa."

At the extreme rear of the stage was the large letter "B," which showed to good advantage.

Long before the time fixed for the grand march the hall was well filled with gay manipulators of the throttle and brakes, who had abandoned their cabs and cars to have a night of unalloyed pleasure with their wives and sweethearts. The ball was opened with the grand march of "The Jolly Coppersmith."

E. A. F., Scranton, Pa.

Low Bridge Legislation Needed.

In commenting on the recent death of Bros. Clancy and Minnemon, a member at Syracuse writes :

The New York Central is the great four track road which is responsible for the death of both these men. For if there had been air brakes on all of their trains these men would be alive today. I wish some of the members of the legislature would take a ride over this road. I think they would see something that would open their eyes. There is a branch of the New York Central called the Ballis road, about seventy-five miles long, and it has thirteen bridges that will strike a man on an ordinary car, while on the main line, which is about one hundred and fifty miles long, there are twenty-four more of these death traps, (for they are nothing more), where men are daily called to go on top of the cars. If the members of the legislature would take a ride some of these stormy nights I don't think they would be so slow in passing a law requiring safety equipments.

OBSERVER.

EDITOR AND MANAGER JOURNAL, GALESBURG, ILL.:

DEAR SIR AND BRO.:—I have no desire to find fault, but I don't see why you don't send us the JOURNALS. I wrote you a week ago and have got no answer at all.

If the writer of the above (whose name we withhold because we, too, have no desire to find fault further than an explanation demands) would stop to consider circumstances for a moment he would be less impatient. The editor does not possess supernatural power. He can not force a printing press to make a thousand revolutions per minute, nor by a wave of the hand cause twenty thousand books to spring into existence. Now, just stop and reason a little. We explained once that the delays caused by getting out the supplies and large amount of printed matter at the beginning of the year threw the JOURNAL away behind. The January number was mailed about January 27. It should

have been mailed on December 25, and have reached subscribers January 1: The JOURNAL as it used to be was a rather difficult thing to handle and keep on time, but it is much more so now. It has changed to a book one-third larger, containing a number of illustrations (which can not be made in a minute), and containing ten times as much original matter as formerly. To keep such a magazine on schedule after it is once there is something of an undertaking; but to make up the *month and two days* that it was behind at the beginning of the year is something a great deal more difficult. This issue (March) has been put up complete in about thirteen days (and nights) and is now within five days of its schedule time, having gained since January nearly one month. And yet our complainant, knowing that January was not off our hands until the 27th, expected the February number about on time! And when it was not to hand on Feb. 8 he wrote to know why. Then he waited until the 10th and complained that we paid no attention to his letter.

Our correspondent's second complaint is that we did not reply to his letter for more than a week. This is true. There are others who can make the same charge and sustain it. There are more than a hundred of them. For reasons we will not now explain we decided to take the work of mailing out of the publishing house and into this office. There have always been regular complaints about not getting the JOURNALS and we intend to stop them. Our idea of a publication is that unless it reaches the reader *surely and promptly*, it is a worthless thing, and we intend to know that it does. The only way is to give it personal attention, and this causes a great deal of painstaking labor. With the list so incomplete and unsatisfactory as it is at present it requires about three days to do the mailing. During those three days in February we gave the matter personal attention and inspected every package that left the office. When this work was finished one hundred and thirty-six letters lay unopened on our desk. This does not include postal cards. These letters were written on a great variety of subjects, ranging from a complaint or a change of address up to letters asking for quotations on advertising space. As

they were all assorted when opened and answered according to their importance, the one quoted above was naturally about the last replied to.

We regret very much that all the business coming into the office cannot be promptly attended to and everything run smoothly right from the beginning; but it can't and it is useless to complain about something that nothing but time can improve. The Brotherhood suddenly plunged into an experiment in the mailing line of tremendous proportions without the slightest conception of its magnitude or of the money and labor necessary to put such a scheme into successful operation. It went into effect with the new constitution on January 1, and found the JOURNAL agents unprepared to grapple with the problem. This had been anticipated and a carefully prepared blank sent to each, with every possible precaution to avoid errors. But it seems to be impossible to avoid them. We can not get accurate lists to begin with, and in trying to perfect what we do get innumerable difficulties are encountered. Notwithstanding the fact that printed instructions are kept standing on the first page, people persist in sending in ambiguous instructions about their addresses and then flood the office with complaints because they don't get the JOURNAL the next day. Meantime we are floundering along with such inexperienced assistants as can be picked up, working every Sunday and almost every night to put things in good running order. In the course of another month we expect to have things so that we will be able to pay our compliments to a "kick" the very day it comes in. Just as soon as people will send their address, and send it properly, and not compel us to guess at half of it, we will be able to get the JOURNAL to them promptly; but until we reach that point complaints only retard the work.

FOLLOWING the example of President Harrison, Governor Larrabee, of Iowa, recommends the adoption of safety coupling for freight cars so as to save the many lives which are yearly sacrificed by the present crude methods of performing this work. In the present stage of invention such slaughter is useless, and public opinion will not long permit it to continue.—*Reading Herald.*

**The Following is a Statement of Claims Paid in the Month
of January, 1890.**

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
697.	E. V. Johnson.	Fort Worth, Texas.	\$ 200 00
715.	Mrs. Emily and Donald Winger.	Delaware, Ohio.	1,000 00
716.	P. A. Farmer.	Nickerson, Kan.	1,000 00
717.	H. S. Crawford.	Harrisburg, Pa.	1,000 00
718.	A. and S. Peterson.	Sweden.	1,000 00
719.	Michael Wadin.	Brandts, Pa.	1,000 00
720.	John Dooner.	Wilkesbarre, Pa.	1,000 00
721.	Daniel McGraw.	Leadville, Colo.	800 00
722.	Geo. L. Graves.	Kiowa, Kan.	1,000 00
723.	Matthew Sheedy.	Aurora, Ill.	1,000 00
724.	C. R. Marsh.	Jersey City, N. J.	1,000 00
725.	Martin Touhey.	Rochester, N. Y.	1,000 00
726.	Mrs. Maggie B. Thompson.	Wellsville, Ohio.	1,000 00
727.	Mrs. Ellen Todd.	Newark, N. J.	1,000 00
728.	Mattie Mulligan.	Pittsfield, Vt.	1,000 00
729.	Wm. Donahue.	West Bay City, Mich.	1,000 00
730.	Chas. Derby.	Neenah, Wis.	1,000 00
731.	A. F. Woodward.	Danville, Ill.	1,000 00
732.	Alfred L. Cooper.	Harrisburg, Pa.	1,000 00
733.	F. Tiel.	Coxsackie, N. Y.	1,000 00
734.	Adam Newsbaum.	Hinton, W. Va.	1,000 00
735.	Mrs. Thos. Bailey.	Port Jervis, N. Y.	1,000 00
736.	Mrs. Annie Beach.	Harrisburg, Pa.	1,000 00
737.	Paul Rettick.	Rock Island, Ill.	1,000 00
738.	Mrs. Joseph Bonsall.	Philadelphia, Pa.	1,000 00
739.	Miss Nellie Newkirk.	Big Prairie, Ohio.	1,000 00
	Mrs. Bridget Leary.	Utica, N. Y.	1,000 00
Total.....			\$26,000 00
Amount in Beneficiary Fund January 1st, 1890.....			\$ 773 05
Amount received during month of January, 1890.....			26,038 00
Total.....			\$26,811 05
Amount paid in Claims during month of January, 1890.....			26,000 00
Amount in Treasury in Beneficiary Fund February 1st, 1890.....			\$ 811 05

Acknowledgments.

Letters acknowledging receipt of \$1,000 on policies of the Brotherhood have been received from the following persons:

Mrs. May Faulkner,
Augusta Ferguson, Fayetteville, Ark.
Paul Rettick, Rock Island, Ill.
Frank L. Kern.
Mrs. Carrie Wickoff, Mauch Chunk, Pa.
P. A. Farmer, Nickerson, Kan.
Mrs. Nancy Cook, Circleville, Ohio.
Mrs. Annie Beach, Harrisburg, Pa.
Geo. L. Graves, Mellor, Kan.

Brotherhood Death Roll.

February 2—J. I. Fetter, Lodge No. 38; cause not reported.

February 4—Geo. H. Smith, Lodge No. 165; cause not known.

February 5—Bart Sirard, Lodge No. 10; killed coupling cars.

February 6—J. W. Kline, Lodge No. 203 fell from train.

February 8—R. H. Farrell, Lodge No. 25; fell from top of train.

February 13—Geo. Kistler, Lodge No. 67; foot caught in frog.

February 13—Jas. Montgomery, Lodge No. 65; injuries received switching.

February 15.—C. W. Harvey, Lodge No. 271; cause not reported.

Expulsions, Suspensions and Readmissions

REPORTED TO FEBRUARY 25th, 1890:

EXPULSIONS.

For causes other than non-payment of dues:

Lodge No.	Lodge No.
17 A. Benedict.¶	229 Daniel McNamara.*
30 W. H. Smith.§	283 Frank Childs.—¶
69 Michael Shanahan.¶	297 D. F. Doyle.—
80 J. M. Simpson.¶	318 H. J. Ostendorf.†
125 O. H. Wayne.‡ *	320 Jesse T. Harris.†

* Violation of obligation. ¶ Non-payment of dues. § Misappropriation of lodge funds. † Dead beat. ‡ Non-support of family and defrauding members. * General principles. † Defrauding lodge. — Dealing in liquor.

READMISSIONS.

Lodge No.	Lodge No.
11 John Rude.	171 C. J. Tierney.
120 Daniel Downs.	215 S. P. Pettigrew.
145 J. T. Conway.	230 Willis Hammond.

SUSPENSIONS.

289 P. Hatten, 60 days; unbecoming conduct.

A MEMBER of No. 126 wants to know if it will pay to go to South America to "railroad." We think not. The condition of the laboring man is better right in the United States of America than any other country.

THE

Railroad Trainmen's Journal.

Vol. VII.

APRIL, 1890.

{ NEW SERIES No. 4.
OLD SERIES No. 74.



EUGENE V. DEBS,
EDITOR LOCOMOTIVE FIREMEN'S MAGAZINE.
(See Biographical Sketch on next page.)

EUGENE V. DEBS.

In this number of the JOURNAL we present the portrait of a man whose years of effective labor to improve the conditions and increase the prosperity of the toilers on American railroads have won for him a reputation as broad as the continent, and to whom no organization, aside from his own, is so heavily indebted as the Brotherhood of Railroad Trainmen.

When, in 1883, the brakemen of Oneonta, N. Y., began to talk of an organization to be known as the Brotherhood of Railroad Brakemen, it is by no means evident that they foresaw the splendid structure that was destined to rise above the humble foundation they laid, or that they saw how they were to proceed farther than the inauguration of the movement. At the very inception of the undertaking Mr. Debs was made aware of it through the subordinate lodge of his organization, located at Oneonta, and with the prompt and generous support of everything calculated to improve the general condition of labor which characterizes the work of all true labor advocates, he hastened to offer every possible assistance, and through the organ of which he was editor heralded to the public the birth of the infant order. But this greeting of fraternal warmth and words of good cheer were only the prelude to substantial work that directed the feeble and uncertain steps of infancy. To the originators of the movement were sent full sets of forms and all necessary documents with instructions how to proceed most successfully with the work of organization. Circulars were sent to the subordinate lodges of the Firemen's Brotherhood, urging them to do all in their power to assist in starting the new organization in their locality. The last cover-page of the *Firemen's Magazine* (the best in the book), was then cleared and devoted to a full-page advertisement of the Brakemen's Brotherhood. These preliminaries attended to, Mr. Debs began a series of ringing editorials in support of the little Brotherhood, which was looked upon by the public with

indifference and by the enemies of organized labor as an entirely harmless thing; and with what success his pen became both advocate and defender at a time when assistance was so sadly needed, is unnecessary to say to those who have read the *Magazine* upon any subject.

The splendid work of Mr. Debs in so energetically pushing the early pioneer work of our Brotherhood is not referred to merely to review the good deeds that are a part of our order's history, but to show the earnest, enthusiastic support every movement calculated to promote the general welfare of the toilers is sure to receive from the patriots of labor. Neither do we intend to make this disinterested and unselfish work for our organization a principal feature of this article—a standard by which his many years of work for the cause is to be gauged. It is but one of the incidentals—one of the spare hours of a busy, useful life, which was utilized to scatter seed that should blossom for other men. For the real standard of measurement to be applied to his work we must look to the *Locomotive Firemen's Magazine*, where, for thirteeen years the editorial columns have registered, like a thermometer, the degree of his usefulness to labor.

In all the world there is no weapon like the pen guided by common sense and held firm by a noble purpose. Men are born to its use as others are to the sword, and the thrust of the steel blade is no more fatal to its target than the stroke of the pen to the schemes for wage robbery. In nothing have the labor organizations of America been so wise as in the establishment of official organs. By no other one act have they advanced so far, and among no friendly causes combining for their improvement have they found so powerful a motor of progress. To measure their influence for good would be difficult, and to count their victories over injustice an impossibility. It is not too much to say that the labor press of America has fought more battles, won more victories and brought more prosperity to the ranks of toil than the combined strikes of Labor's history.

And during the past decade, crowded with antagonisms between labor and capital, with sharp contests over small things and with prolonged struggles over great principles, among all the members of the labor press there has been no champion so able, so fearless, so constant, so tireless and so true to the struggling sons of toil as the *Firemen's Magazine* has been. To all of them for good work much credit is due, but the sturdy courage displayed by the *Magazine* in its attacks upon every form of injustice from which labor has suffered, entitles it to the first place among the champions. Quick to perceive an injustice, eager to right a wrong, independent, fearless and aggressive, it sprang at once to the position of a leader. Feared and hated by the enemies of organization and federate protection who have felt the force of its logic and the sting of its sarcasm, it has risen in the esteem of those who understand the value of such work until, as a successful advocate of the best interests of American labor it stands well-nigh peerless and alone.

It is often said that labor is ungrateful, but we should never allow it to be said. When a man of commanding abilities lays the service of a life at Labor's feet, let the toilers at least appreciate the act. If nothing more be done let his work be gratefully accepted and his patriotism acknowledged. Mr. Debs has toiled earnestly and faithfully to advance the cause of labor and he has advanced it. The thirteen years that he has devoted to the cause have resulted in substantial benefits to railroad labor in America the value of which can never be estimated, and which is surpassed only by the promisee of his future achievements. To do justice to a work covering so many years by a brief and hasty review is out of the question, but even the briefest mention from an organization so much indebted to the subject of this article is more appropriate than silence. The Brotherhood of Railroad Trainmen is indebted to many people for noble deeds but to none does it owe more than to the man who guided its infant steps, and among all the names of Labor's champions there is none that can call from our assemblies such a storm of applause as that of Eugene V. Debs.

Parnell's Ancestral Home.

[Drake's Magazine.]

A few miles south of Rathdrum, County Wicklow, lies the little village of Avondale, near which is situated Mr. Parnell's ancestral home. It is a very secluded spot, and is shut in by a line of hills dignified by the name of the Wicklow Ridge. The house itself stands on the summit of a grassy slope which forms a part of the Wicklow Mountains. It is an unpretentious-looking residence, although the view, obtained from its living rooms, of forest, river and dale, is a superb one. The house, which is small and of unpretentious design, has a barren and neglected appearance, its whitewashed exterior harmonizing somewhat poorly with the tints of the meadow-land which forms a semi-circle in its front and is bounded by lofty trees. According to an inscription on the lock of the entrance door, the mansion was built by Mr. Parnell's grandfather in 1779.

During the summer of 1882, I formed one of a party of four journalists who were taking a walking tour through the County of Wicklow. We had left the town of Wicklow, which was our last stopping place, at 8 a. m., having already gone over a good deal of ground. Upon making enquiries as to our whereabouts, we learned that we were in the neighborhood of Mr. Parnell's estate at Avondale, and having no particular destination in view at the time, we decided to pay a visit to the residence of this remarkable man and, if possible, get a peep at the interior.

The long narrow road over which we had trudged could be seen for miles behind us, winding its tortuous way like a thread among the little hills and through patches of brown bare woods. At the various farm houses which we passed on our tramp, might be seen men with long beards and flowing hair, with pleasant mat-

ronly looking women, whose faces bore the stamp of gentleness and humility. An air of picturesque simplicity seemed to surround these women, which was further softened by the clear-starched caps they wore, the handkerchiefs folded neatly across their breasts, their white aprons and the plain gray or drab stuff of which their dresses were composed.

We were directed to Avondale by these people, who seemed to feel no inconsiderable pride in the fact that the great Irish leader made his home among them. The entrance to the estate was extremely unpretentious in its surroundings. A very old man sat at the door of the lodge casting anxious glances at the sky and toward the distant mountain tops. He was dressed in knee breeches, swallow-tail coat and low cut shoes—the now fast disappearing costume of the typical Irish peasant—and as he pulled away at a small dudeen he placidly regarded us with a far off look in his eye. He did not evince the slightest curiosity as to who we were or what we might want, but bade us "good morning." Not caring to intrude further on the reserve of this ancient relic, we walked along the drive in the direction of the house.

A short stroll among some fine old trees brought us to our destination. The door was opened by the house-keeper, who was clad in the conventional garb of the Irish peasant woman. She informed us that none of the family were at home, but that she would be happy to show us over the place if we would leave our cards, in accordance with Mr. Parnell's directions, which we did.

On entering we found ourselves in a square hall of moderate dimensions, along one side of which ran overhead a gallery leading to the sleeping apartments. The most conspicuous object in the centre of the hall was an ancient billiard table, which looked as if it had not been

played upon for generations. Neglect seemed to hold high carnival everywhere, but then we recollect that the master of the house was unmarried, which to a certain extent explained matters.

The walls were decorated with horns of the ancient elk, while hunting spears and other implements of chase were hung around in picturesque disorder. The parlor was neither homelike nor cheerful. Empty cartridge boxes and ammunition were scattered here and there; and a rifle occupied an uncomfortable position beside a heap of lumber. By far the most striking and suggestive feature of the apartment, was the enormous accumulation and display of elaborately illuminated and massively framed addresses, which had been presented at different times to the leader by corporate bodies of all kinds throughout the country. These were strewn about everywhere, like pictures in a second hand store-room. One could readily fancy that the covering had just been removed from the furniture. The pictures were expressionless and of no great merit; but the fire-place was richly enamelled and delicately shaded and tinted with fantastic festoons of flowers.

The drawing-room which we next visited presented a very crowded appearance. Everything seemed jumbled together in an heterogeneous mass. Chairs, tables, books, ornaments and articles of all kinds were relieved by a host of silver cups, vases and trowels, with one or two silver mounted hurling sticks, a silver mounted spade and wheelbarrow, with other presentation pieces wrought in all kinds of national and emblematic designs. The chimney piece was of white marble inlaid with colored floral carvings—a lost art, the secret of which appears to have died with its inventor, an Italian, who worked in Dublin in 1785. As

I looked out of the windows of this room toward the opposite hills, called by courtesy mountains, the entire valley seemed to be asleep beneath the sun, which poured its burning rays upon barren rocks and verdant plain. The cattle had forsaken the meadows and were herding together under the trees, whisking their tails backwards and forwards, and chewing the cud of sweet or bitter fancies. In front of the drawing room



CHARLES STEWART PARNELL.

was a flower and vegetable garden, and at the bottom of a slope, a green meadow stretched down to the bush-fringed trout stream that forms the boundary of the country. This stream is so still that the little trout make quite a noise as they dart in playful abandon to and fro over its pebbly bed.

We were next shown into the library, Mr. Parnell's special sanctum, a square room with book shelves oc-

cupying every side. It was cosy and suggestive of lettered ease and refinement. The books consisted for the most part of calf-bound editions of the classics, "Journals of the House of Commons," "Lives of the Poets," a few novels, a dozen or more volumes relating to Ireland and the Irish in America and a comprehensive collection of all the English authors of note. A stand of red volunteer banners, once the property of Michael Dwyer and the Wicklow Volunteers of the '98 rebellion, occupied a conspicuous place in a corner of the library. A great deal of correspondence was carelessly strewn about the room, and I could not help thinking that any person who felt disposed to abuse the courtesy extended to callers might readily acquaint himself with the nature of these communications. Mr. Parnell, when at home, uses this room almost exclusively. The windows command an extensive view of the mountains opposite and the valley which stretches away to the southeast. This was by far the most inviting part of the house. The walls were as white as snow, the floor was covered with a comfortable looking carpet, and an old-fashioned desk, covered with writing materials, stood in the south-west corner of the room. On the wall to the left of the desk hung a neat portrait of Mrs. Parnell so placed that her son could easily glance at it while engaged in working on his speeches.

Leaving the library, we were led to the room wherein Mr. Parnell was reared, which the housekeeper seemed to regard as the most sacred spot of all. It was entirely devoid of furniture, save an old box containing some empty bottles.

We then started for a stroll in the direction of the valley below. The place was in charge of a steward—a splendid specimen of a man, tall and broad-shouldered, with a handsome

and refined face—who spoke English with a soft and decidedly musical Irish accent. He and his gray horse took care of the farm between them, though there did not appear to be very much to be done, excepting, perhaps, at haymaking time.

* * * * *

At Avondale more than any other place does Mr. Parnell appear to realize that he is at home. Here, he enjoys the most absolute freedom. He rides, walks, visits among his tenants, and in general disports himself with less restraint than elsewhere. His life is a singularly simple one. He has always been more or less of a solitary man, seeing little company and leading rather an austere and introspective life. During intervals of rest he is a great rider and something of a farmer. He is a superb horseman, a clever sportsman, and an excellent judge of music and the drama.

In the House of Commons he has proved an exception to the general rule that effective writers are often indifferent speakers. A graceful or eloquent orator he is not, but his words tell. His appearance while speaking is always fascinating. However goaded by the taunts of others he may be, he never exhibits the slightest irritability. He maintains throughout his speeches an ease and dignity of manner which forcibly strikes every person present on his first rising, and he delivers his sentiments and arguments with a smoothness and facility which is seldom equalled on either side of the House of Commons.

A lovely view, and one scarcely to be surpassed by any which I have ever gazed upon, is that which may be seen between Avondale and the nearest railway station. Infinitely varied are the objects both animate and inanimate which at every turn meet the eye. On either side rise mountains with their rugged faces

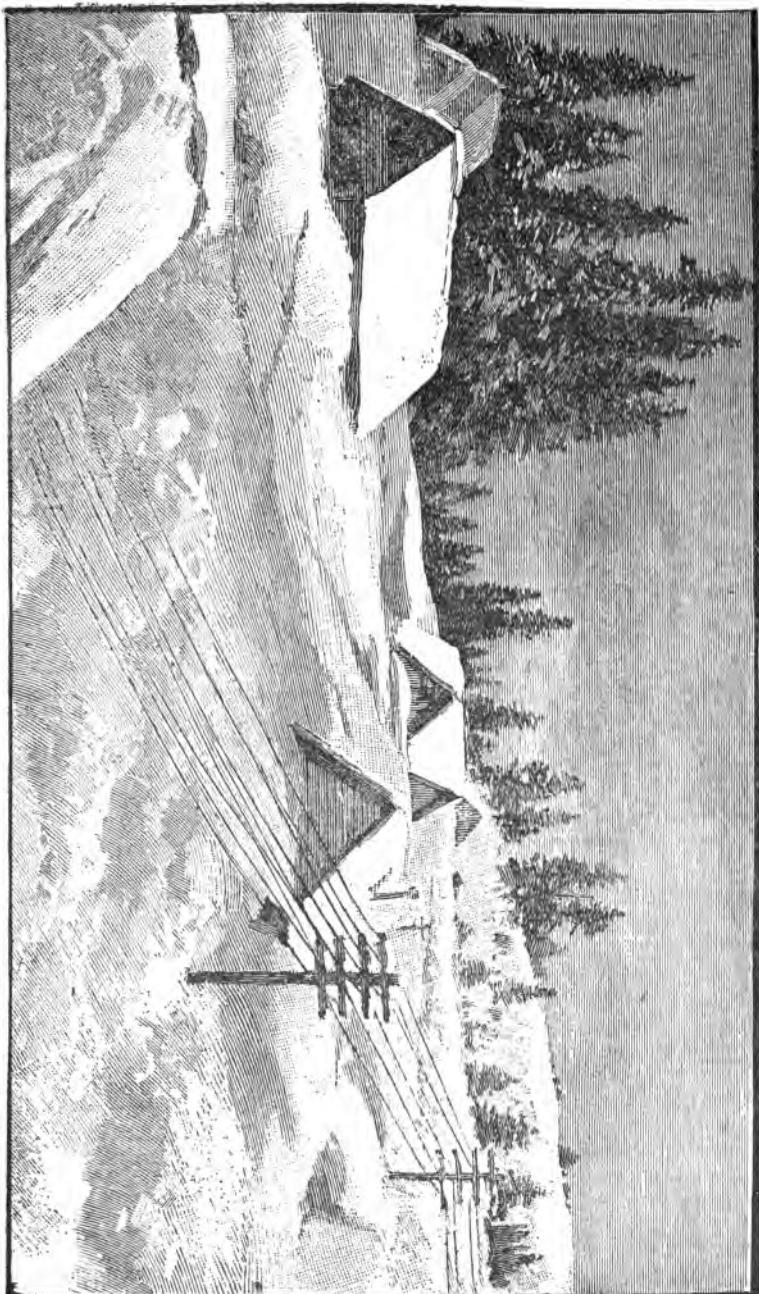
heather-clad, and with their steep sides seamed at frequent intervals by rushing water-courses edged with ferns and rendered tortuous by huge masses of rock, from which jut hollies and dwarf oaks.

It is a charming place in which to pass the summer, this quaint village of Avondale, which is hidden away among the Wicklow hills, but in winter, when the winds whistle down the valley, and the mountains are blotted out by the rainy clouds, it must be anything but a cheerful place in which to dwell.

A Great Snow Blockade.

On the opposite page we present a picture of a desolate scene at Blue Canon, photographed by Harper's during the great blockade. In an interesting account of that important chapter of American railroad history that publication says: About a hundred miles of track was blockaded, the deepest and least penetrable snows being near the summit of the mountain range, at a point known as Cascade, where a bridge spans a foaming stream. Here the snow shed ordinarily relied on to protect the track had been burned during the past summer, and the snow lay upon the track twenty feet deep.

At Blue Canon and other parts of the line near the summit not only the roadway but the station buildings and the houses of the little towns were literally buried in snow. So deeply were some of the smaller dwellings covered that, in order to keep up the fires within, the chimneys had to be dug down to, and extended by means of stovepipe or barrels, and people went in and out of their houses through holes in the roof. The hotel at Blue Canon was so nearly overwhelmed by snow that its lower door could only be reached by means of a tunnel thirty feet long. Previous to the blockade, in anticipation of severe winter storms, the



SCENE AT BLUE CANON. [SEE PAGE 198.]

railway company had stationed snow-plows, extra men, and boarding camps along the line and other extraordinary precautions had been taken to meet the contingency of the heavy snow fall; and when it came, the efforts of the railroad managers to reopen the line of traffic were incessant and untiring; all the knowledge gained by previous experience and every expedient suggested by the immediate emergency were used.

At the beginning of the great storm the railway company had two great snow-ploughs of different models at each end of the blockaded track, and they were set to work with vigor to break a way through the snow. The rotary plough coming from the Pacific slope, worked eastward, and the cyclone plough, starting from Reno, worked westward toward the center of the blockade.

The plan of the rotary plough is so novel, and its performance during the last blockade was so wonderful and successful, that it is worth a detailed description. It consists of a heavy wrought-iron frame made of twelve-inch beams, strongly braced, carrying upon its forward end a steel drum nine feet in diameter, with a square front ten feet wide, in which are contained twelve rotating shovels made of best steel, and arranged like an immense fan-wheel. On the front of the shovels are placed eighteen two-edged knives of the best steel, which reverse automatically. On the frame on the rear of the drum are located the engines and boiler which supply the power to turn the shovel wheel, and the whole is supported by two extra heavy four-wheel trucks, with solid rubber springs and axles of the best hammered iron. The cylinders are seventeen inches in diameter, twenty-two-inch stroke, accurately planed, fitted, and bolted together. The boiler and machinery are entirely covered by a substantial ash cab. The front truck is equipped

with an extra wrought-iron frame, made fast on the truck frame for the purpose of carrying the ice-cutter and flanger. The ice-cutter is hung from the forward end of the extra frame, and can be lowered to cut the ice and snow from the inside and off the top of the rails in front of the forward truck wheels. The flanger is hung on the rear end of the extra frame, and is so constructed as to cut within one-half inch of the rails on the shortest curve. The rotary plough can be run through three feet of snow at the rate of twelve miles an hour, and in six feet of snow will go forward faster than a man can walk. The twenty-foot drift at Cascade is probably the severest test to which a rotary plough has yet been subjected, and the result was practically a success.

Owing to various disasters to the cyclone plough at the easterly end, the only effective attack on the deeper blockade was made from the west, and for ten days and nights the rotary plough, backed by four, and sometimes by six powerful locomotives, slowly and steadily cut its way through the snow. Where the snow was very heavy and hard the rotary plough could not sometimes pick up the snow, but shoved it ahead, and packed it in a mass of ice so solid that no number of locomotives could force the plow through it. At such times the engines behind came to a sudden stand-still, and their driving-wheels ground and grated the rails, until the warning note came from ahead that the plough was stopped. The gang of laborers would then be sent ahead, and by the light of torches would work with picks and shovels to remove the ice and snow in front of the rotary blades. Thus the snow-plough proceeded, fighting its way foot by foot. It was weird and startling when the rotary plough would push into one of the snow-sheds into which snow had drifted. The snow,

which buried the sides and roofs, made impenetrable darkness everywhere within, illuminated only by the streak of fire that shot from the slender smoke-stack of the plough, or flashed from the rapidly revolving blades as the mighty machine went steadily ahead amid stifling blasts of smoke and cinders. Wherever the plough was brought into requisition to clear the sheds, it dashed the iced snow against the sides of the sheds with such terrific force as to break them from their fastenings. When, after a night of toil and hardship, the gang of shovelers, who had been acting as pioneers to the plough, were worn out with toil and exposure, and could keep awake no longer, the fires in the engines were allowed to burn low, the brakes were set, and all hands tried to catch a few hours' sleep. The last and greatest struggle during the blockade took place on the east side of the Cascade bridge. A passage had been broken to the bridge, and all the track on the westward behind the plough was clear, but beyond the bridge rose a high bank of hard snow, which, for a mile and a quarter, varied from fourteen to twenty feet in depth. Against that mass the rotary plough started, and pushing across the bridge, which shook beneath the grinding driving-wheels of the locomotives, attacked with its blades the face of the bank, and slowly forced its way into it, while the hoppers hurled the snow in a mighty stream far over the bank and into the canon below.

The cyclone plough, a gigantic machine which works on the principle of an auger, did not give good results during the last storm. Its trial upon the road on this occasion being of the nature of an experiment, everything seemed to go wrong with it. The machinery got quickly out of order; it was delayed a number of times, broke down on the road once,

was for a while lost sight of, then laid up with a hot box, and when it reached the snow it was found unfit to combat with drifts of considerable depths. It was too large to pass through the snow-sheds wherever they were at all crushed out of shape, and thus the heaviest labor fell upon the rotary plough. The cyclone plough is shaped like a large box car. Projecting in front is a large worm, or auger, which bores in, and draws the snow into a hopper that revolves at a high rate of speed. The hopper throws the snow through a funnel to a distance of about two hundred feet from the track. The cyclone plough is operated by six engines, representing 600 horse-power. In future experiments it may give better results.

Besides the two great snow-ploughs which represented the heavy artillery used in the attack on the snow, a force of 2500 men, picked up wherever they could be found, and paid high wages, was at work with shovels and pickaxes upon the snow. The railway company estimates its loss during the blockade at \$75,000 a day, or more than \$1,000,000 during the entire period, and this reckoning is exclusive of the coming repairs which the disaster has necessitated. The telegraph companies found great difficulty in keeping their lines open, and despatches were greatly delayed. In places the snow lay ten feet over the telegraph poles, and it was found to be necessary to dig trenches down to the wires in the snow, and sometimes to tunnel a passageway through the drifts. By great effort a single line was kept in operation throughout the blockade.

The snow-sheds along the railroad endured the storm well. Though bent and strained, they, with one or two exceptions, sustained the pressure of vast quantities of snow, which, west of Summit, covered them from eighteen to twenty-five feet deep.

A large force of men was engaged in bracing up the weaker parts of these sheds, and a large body of shovellers was kept actively at work in removing snow from roofs. In East Nevada and Utah, along the line of the Central Pacific road, the present snowfall has never before been equalled in the memory of man. At a place near Emigrant Gap the sheds were pressed out of shape until the cars could scarcely pass, and the cabs of the engines sometimes caught against the leaning posts. In many of the sheds the snow drifted in several feet deep for long distances, and near Emigrant Gap a slide crushed in twenty feet of shed. Several of the locomotives were for a long time imprisoned in the snow sheds, and the continual cracking of the timbers as they settled beneath the vast weight of snow pressing upon them was an ominous sound to the train men, and caused them to pass a great many unpleasant quarter hours.

The storm was attended with numberless mishaps and disappointments. When it would seem that the track was nearly cleared, and the end of the blockade was near, the elements would rage again with fury, avalanches of snow would destroy the work of days, ploughs would break down, engines would be derailed, and a hundred other mishaps occur. Even when the snow plough had effected a passage through the drifts, it left behind a layer of snow a few inches deep, which, becoming trampled and frozen, impeded the train, and for long distances the track outside the sheds had to be flanged with picks and shovels before the train could pass. When, at last, on January 30th, the foremost of the long detained trains moved westward with a clear track before it, there was much rejoicing by everyone on the spot, and the cars proceeded in a cloud of smoke from fire-crackers and Chinese bombs, exploded to cel-

ebrate their departure as the trains pulled out from Reno. At the very end of its work, when only 300 feet of the last great drift lay unbroken before it, the rotary plough, which had done such effective service during the great blockade, was disabled at Cascade—worn out by the long, uninterrupted strain upon its machinery—and was taken to the shops at Sacramento for repairs. Its appearance there showed the hard struggle that it had endured. The entire exterior was bruised and scarred. There was not a pane of glass left in the sides, and boards and pieces of canvas had been substituted by the crew to keep out the frigid mountain blasts. But this damage to the exterior was of little moment; the cause of its break down lay in the great cog-wheels, by means of which the power from the engine was imparted to the immense snow knives in front; these were badly fractured, the cogs being nearly all broken off.

Fighting the Snow.

An Interesting Account of the Great Snow Blockade on the Central Pacific, and How it Was Cleared Away.

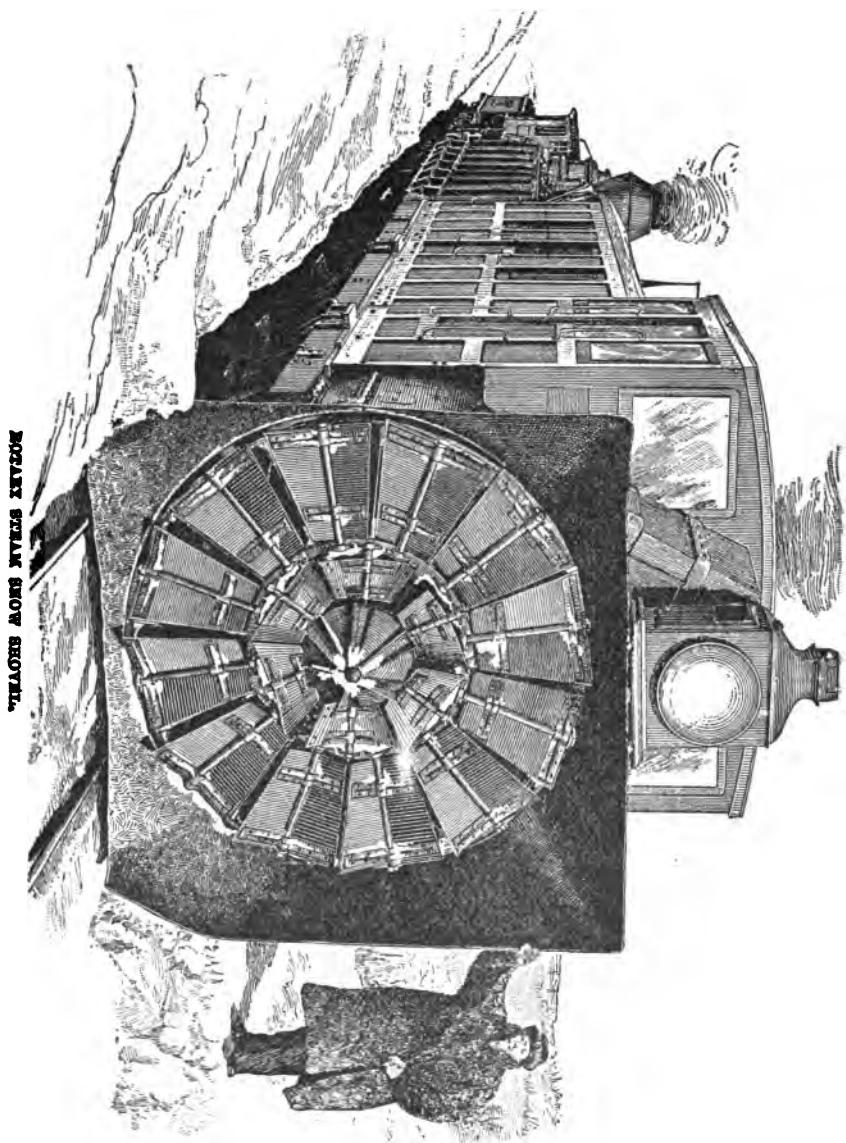
[The Railway Age.]

SOUTHERN PACIFIC COMPANY,
OFFICE OF SUP'T M. P. & M., }
SACRAMENTO, February 12th, 1890. }

To the Editors of the Railway Age:

Replying to your inquiry relative to the performance of the rotary snow plow in use on this road during the recent snow blockade:

Our rotary was one of the earliest built and has been on the road for three years, this being the first winter we have had occasion to use it. Last fall about one mile of snow shedding was burned at Cascade, on the west slope of the Sierra Nevadas. It was decided by the management to not rebuild this, and the rotary plow was assigned the duty of keeping the unsheltered track free from snow, and a second rotary of more



modern design, ordered last summer for delivery in November, was to be assigned the duty of keeping open the track below the snow shed limits. (I will say here that this plow has not yet been delivered.) Snow fell in considerable quantities early in December, but at intervals, so that no trouble was experienced in keeping trains moving on time until Jan. 4th, when the first violent storm occurred, continuing for four days, leaving an average depth of snow of from 12 feet at the Sunmit to 3 feet at Colfax, a point at which snow had seldom been seen before. During this storm the rotary had kept the opening at Cascade passable, but the "push" or "bucking" plows were inadequate for the work below the shed line between Blue Canon and Colfax, and the rotary was ordered down to open the road, which it did promptly. On its return to the Cascade opening it was found that 8 feet of snow had accumulated in the opening; the plow cleaned this out in one hour, making but one stop to "blow up steam." This raised the first blockade, trains having been delayed 48 hours.

The next violent storm commenced on Jan. 14 and continued until Jan. 27. As before, it was necessary to take the rotary away from the Cascade opening to clear the track below the shed lines, the snow by this time having accumulated to a depth of 20 feet at the summit down to six feet at Colfax, with drifts in places of a much greater depth. The plow met with much greater difficulty in handling the snow in the lower elevation than on the previous occasion, owing to its wet, heavy condition and increased depth. The fan would clog frequently, necessitating delays to shovel out and free it. The banks of snow on each side of the track being higher than the plow, large quantities of snow would fall back in on the track, causing the pushing engines to "slip," and this in turn caused ice on

the rail, resulting in derailment of the engines and vexatious delays. After hard and persistent effort of this nature the machine reached Alta, 15 miles east of Colfax, the road between Colfax and Alta having in the meantime been opened by engine plows and shovels especially engaged for the service.

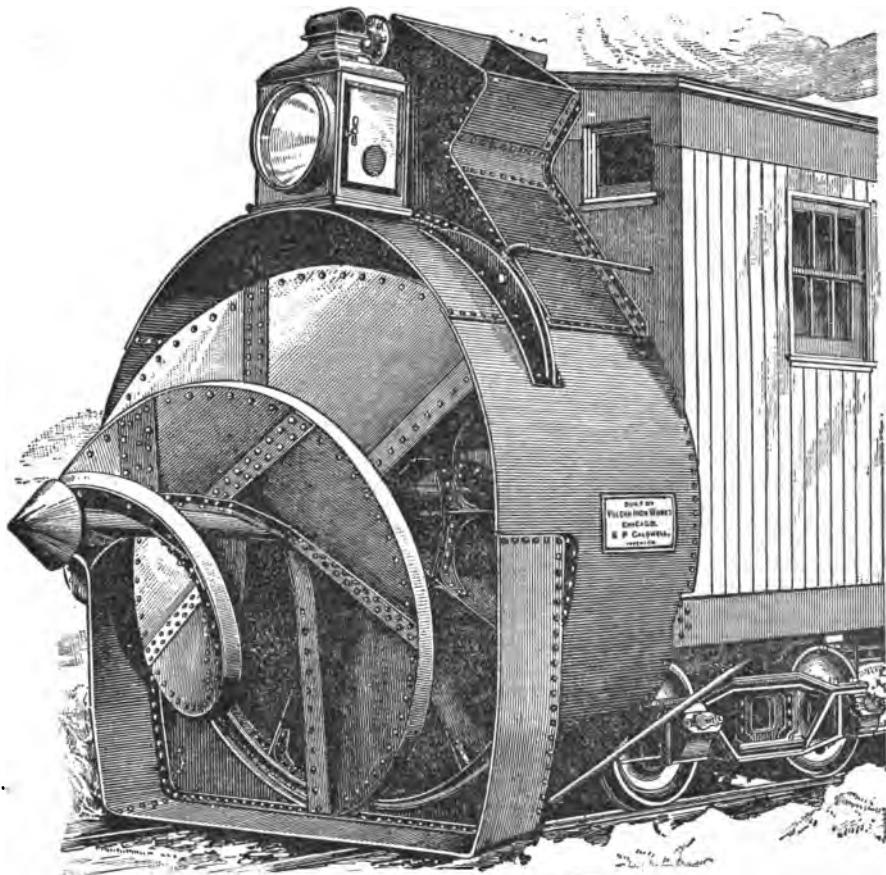
The return trip of the rotary up the mountain was tedious and slow, snow having fallen continuously and with such rapidity as to have entirely filled the trench made by the plow on its down trip, the nature of the snow being such that the cutters on the plow wheel would revolve against the face of the snow bank without making any impression; it would then be necessary to back up a few feet to break the face of the snow with picks; the plow would then take hold of the snow and throw it well for a short distance, when the operation would have to be repeated. But one delay was caused in the trip from Blue Canon to Alta and return chargeable to defective machinery; a pin fitted into the main crank disc became loose owing to a misfit and the key securing it was lost. This occasioned a weary tramp through the deep snow in the night to a country blacksmith shop, where a new key was forged and the pin replaced in good shape. This caused a delay of four hours.

Four of our heaviest locomotives were used pushing the rotary, the same engines and crews remaining with the plow during the entire siege and thus becoming quite expert in handling the plow. In this lies, in a large measure, the successful working of the plow. The plow itself, was manned by two crews working twelve-hour shifts, a crew consisting of conductor, two brakemen, engineer and fireman. The outfit was thus kept working day and night, the pusher engine crews remaining with their engines during the entire siege,

getting what sleep they could on their engines during delays, many of their meals being prepared by themselves, using the fire-box as a range and the coal scoop for a frying pan. They thus kept themselves in readiness to obey signals at any time, day or night. It was an exhibition of

total cost of the whole outfit per day of 24 hours was about \$200.

The heaviest work of the rotary was performed on its return to the Cascades opening, where the snow had accumulated to a depth of 15 feet. Owing to the higher elevation the snow was easier to handle and



CYCLONE STEAM SNOW PLOW.

endurance and fidelity to duty that is seldom witnessed. They resisted even the attacks of "la grippe."

The cost of operating the rotary plow per day of 24 hours while in operation was \$95, including wages, coal, supplies, etc., and including the expense of four pusher engines, the

through this the plow made a run of nearly a quarter of a mile before stopping to blow up steam. Some delay was occasioned to its further progress by the pusher engines becoming derailed by ice on the track. When within about 300 feet of completing its task and raising the block-

ade the machinery gave way under the constant hard service of the preceding two weeks; a pillow broke causing the stripping of the gearing. The remaining 300 feet of snow was removed by snow shovelers and the blockade was raised. The plow was taken to Sacramento shops and in 35 hours was back at its post ready for further service.

Our experience has demonstrated that a machine of larger proportions and greater power is required to cope with such snow as we had to deal with this winter; a different form of wheel and cutters is required to act on the snow when it becomes hard and compact; perhaps a device to work independent and forward of the discharging fan to break the snow before admitting it to the fan. Boilers of larger capacity to furnish steam, or to convey steam from boiler of pusher engines to boiler of snow plow, both may be necessary, and care must be taken in the construction of machinery to get the largest possible margin of strength and durability, and in every way prepare it for the roughest possible usage necessary in cleaning railroad tracks of great depths of snow.

Yours truly,
H. J. SMALL,
Supt. M. P. & M.

The Kind of Metal That Wins.

Edward J. Connors, who rose from brakeman to dispatcher, and who died suddenly in Milwaukee, a few weeks since, was one of the self-made, practical railroad men whom adversity could not down. In noting his sudden demise, a Milwaukee paper relates the following anecdote which nicely illustrates the push, energy and dauntless courage of the born railroader:

Some years ago, while working as a brakeman, his right arm was crushed between two cars, and had to be amputated. Then he learned telegraphy, and was put in charge of

the Western Union company's office at Portage. He was there in 1886 when the terrible railroad disaster at Rio occurred. A score of newspaper men from St. Paul, Chicago, Milwaukee and smaller places arrived at Rio during the day, while the burned and charred remains of many passengers of the ill-fated train were gathered up and taken away by the coroner. The nearest larger station was Portage, and thither the correspondents hastened to send their matter to their respective papers. Telegraphic orders to them to send so and so many thousand words had poured in at the Western Union office all day long, and the day operator, a rather inexperienced lady telegrapher, was in despair. At 5 o'clock in the afternoon orders for about 15,000 words had been received by her. When the correspondents finally came to the office and asked for their orders and then began to write as fast as they could the poor girl nearly fainted and abandoned the office. She ran away and sent for Connors.

He took in the situation at a glance on arriving and prepared himself for the siege. After having taken a hearty supper he ordered a huge pitcher with ice-water to be brought to the office and began his job. He never ceased working. Sometimes his strength failed and his arm dropped down exhausted. But an anxious look from the waiting crowd of newspaper men and a drink of water served to refresh him, and at it he went again. At 1 o'clock in the morning he had sent nearly 12,000 words, but then his strength failed entirely and he fell to the floor in a dead faint. The click of the instrument ceased, but one of the correspondents, who happened to be an operator, came to the rescue and took Connors' place.

"What's the matter?" asked the operator at Boston.

Connors' condition was explained to Boston and Philadelphia, and the respective papers were notified. Orders were then given by them to cut them short and the task of Connors' "sub" was a comparatively easy one after that. Connors soon revived and was taken over to a hotel by a correspondent. A year or so after that he was called to Milwaukee. He was always very quiet in his demeanor and made a host of friends, who were greatly shocked by the news of his sad and sudden death. He stood high in the esteem of his employers.

RUSSIA intends to build a railroad across Siberia to the Pacific ocean.

THE TRAINMEN'S JOURNAL is the only regularly illustrated official organ of railroad labor in America.

THE Great Northern will build beyond Puget Sound to the coast. Vice-President Clough is said to be looking for a good terminal.

MR. A. B. ANTHONY has invented a gate for railway crossings, which is to be operated automatically. The approaching engine closes the gate and after the train has past it opens by natural adjustment.

AN exchange says Ben Rowell, of Badger Mills, Wis., perfected the invention of an automatic car coupler about a year ago. He has just leased the use of it in the United States for \$25,000 a year.

J. H. MOORE, agent at Ellerslie, Ga., is totally blind, says the *Railway Telegrapher*, yet performs all the duties of agent and telegrapher to the satisfaction of the company, receives and sends his own messages, sells tickets, checks way freight, and makes his own reports. He is a member of the O. R. T. and takes great interest in the workings of the order.

Magazine Review.

The January issue of the *Cosmopolitan* is such that we take an unusual pleasure in commending it to our readers.

Its opening paper on that famous painter, William A. Bouguerean, now in his 65th year, is a charming sketch by Carroll Beckwith. Bouguerean is one of the widest known of living artists. He is famous since 1854, when that grand canvas, "The Entombment of the Body of St. Cecilia in the Catacombs," appeared in the Salon of that year. His devotion to the study of the human form is tireless, and of this the delicate loveliness of childhood is more than his favorite. This love of the innocents gives that inexpressable charm of simplicity to his compositions.

* *

The venerable and historic "Columbia College," dating back to 1754, is a lengthy article, profusely illustrated, by Hjalmar Hjorth Boyesen.

* *

"Thrones that Will Totter Next," by Mayo W. Hazeltine, is a logical contribution that was inspired by the recent startling revolution, that has established a republic where the progressive Dom Pedro had reigned so long. When Brazil shall call upon art to commemorate the birth of her liberties, the figure of Dom Pedro will be entitled to first place. The author of this suggestively captioned paper, concludes with this thoughtful remark: "Let the German people burst the gyves forged for them by Bismarck, or let the French republic win in a duel to the death against the German Empire, and a resistless flood of republican enthusiasm would sweep over Europe from the Tagus to the Vistula."

* *

"Sugar Cane and Sugar Making," by William Hosea Ballau, is an illus-

trated and instructive paper, principally upon the diffusion process of extracting sugar from the cane.

* *

"St. Mary of the Angels," an illustrated novel by Thomas A. Janvier, is a tale of the Mexican border, which will be read with rare interest by those who delight to follow the bold and original writer of fiction into plots that are so true to human nature that some moralists object to the pictures drawn. We noticed a few inaccuracies, that of themselves are very little, but it is attention to those trifling details that make a harmonious whole. For instance, a train order does not read: "Side-track at Los Angelitos for the down—" Not even a fragment of an order would use "for the down." The propelling motion of the lever of a hand-car, commonly called "pumping," Mr. Janvier designates, as the movement of the "brake." To a railroad man these things provoke a smile and weaken his interest in the illusion. St. Mary, of the Angels, shows up the terrifying lawlessness that exists on our Mexican border, and for this we are grateful.

* *

"A Cruise Around Antigua," by Poultney Bigelow.

"The Development of Our Modern Costume," by Edward Hamilton Bell.

"Famous Beauties," by Elizabeth Bisland, who made the world race against Nellie Bly.

"Blenheim, the Famous," by Charles S. Pelham-Clinton.

"A Romantic Story of a Great Corporation," (The Hudson Bay Company), by J. MacDonald Oxley. All these are finely illustrated.

* *

In "Social Problems," by Edward Everett Hale, are some wise suggestions that our statesmen would do well to consider.

These with a choice collection of miscellany, makes an able production, and worthy the *Cosmopolitan*.

The number for February is superb. It opens with a historical sketch of the Vienna Burg Theatre, by William Von Sachs, showing us some of its decorations, that suffers nothing by the beautiful illustrations in pages of the *Cosmopolitan*. This theatre is considered the finest equipped institution of the kind in the world. In the impressiveness of its architectural beauty it vies with the Grand Opera house of Paris. This distinction however, favoring the latter, is more pronounced in the elaborateness of its interior grandeur. It occupies the site of the world-famed Ring theatre, and in the productions of its drama, their harmony and completeness of detail, not only leads all Germany, but has placed histrionic art in the position of its perfection. "Two traditions," as Mr. Sachs designates them, have made and sustained this reputation for above a century: "The cultivation of faultless elocution," and a faithful adherance to nature. The Burg theater had been fourteen years in process of construction. It was opened to the public in October 1888.

* *

"A Gentle Maniac," a finely illustrated comedy, by George Edgar Montgomery, which is certainly a charming composition, and reminds us, perhaps by its interesting humor, of Goldsmiths "She Stoops to Conquer." A Mr. Valdingham, who fancies that his handsome daughter is not quite sane, invites a young friend, a physician, to visit him. The fact is, the father himself is slightly demented, but as mildly as color-blindness, that took the peculiar form of the idea that his daughter desired to marry off-hand every young man she met. She recognizes

the embarrassing position of the physician and rather enjoys it. The result is not difficult to imagine. Her aunt, in cautioning the young lady, reminds her that "more than one sane creature has been clapped into a lunatic asylum by some fool of a doctor."

* *

Murat Halstead contributes an eloquent paper on "Horace Greeley, a Friendly Estimate of a Great Career." Free from its partisan tendencies, it is an able and scholarly tribute and worthy of the author. Mr. Greeley was not wealthy, his honesty of purpose would not permit him, yet, "if he had been a fighter for the fraction of cents he might have joined the procession of millionaires." To labor, he said, in the Exposition Hall, Cincinnati, Sept. 20, 1872: "I see in every great exposition an incitement to that industrial co-operation which seems to me even though distant, nevertheless inevitable." But the whole bounty and strength of his admirable character, seems to us, to be displayed in his letter to the Union League Club of New York, when they proposed to expel him for signing the bail-bond of Jefferson Davis: "I shall not attend your meeting this evening. * * * I do not recognize you as capable of judging or of even fully comprehending me. You evidently regard me as a weak sentimentalist, misled by a maudlin philosophy. I arraign you as narrow-minded blockheads, who would like to be useful to a great and good cause, but don't know how. Your attempt to base a great enduring party on the heated wrath necessarily engendered by a bloody civil war is as though you should plant a colony on an iceberg which had somehow drifted into a tropical ocean. I tell you here that out of a life earnestly devoted to the good of human kind, your children will recollect my going

to Richmond and signing the bail-bond as the wisest act, and that it did more for freedom and humanity than all of you were competent to do, though you had lived to the age of Methusaleh. I ask nothing of you, then, but that you proceed to your ends by a brave, frank, manly way. Don't sidle off into a mild resolution of censure, but move the expulsion which you proposed, and which I deserve, if I deserve any reproach whatever. * * * * * I propose to fight it out on the line that I have held from the day of Lee's surrender. So long as any man was seeking to overthrow our government, he was my enemy; from the hour in which he laid down his arms, he was my formerly erring countryman." Mr. Greeley was not expelled. There is a similarity of character between Horace Greeley and Samuel J. Tilden.

* *

"King Carnival in New Orleans," by Mary Bisland, illustrated, is a most interesting addition.

* *

"Mr. Joseph Pate and His People," by Richard Malcolm Johnston, is an entertaining, illustrated story of "old manners gone," that contains much wisdom in its quaint amusing provincial.

* *

"The Exiled Emperor," by Frank Vincent is an instructive, illustrated paper on Dom Pedro, whom Gladstone termed the "model ruler," and Brazil.

* *

"The Romantic Story of a Great Corporation," is concluded in this issue. There is a significant fact connected with this narrative. When the Hudson Bay Company was in the zenith of its prosperity, the North Western Fur Company, of Montreal, was established. The Hudson Bay Company simply paid

a salary to their employes, while the new enterprise promoted their men to partnership for faithful service. The result was a magnificent success for the "Lordly Northwester," driving ahead of their formidable rival.

* *

"An American Salon," by Grace Greenwood, shows the ingratitude of political parties to their best friends, and the indifference of a nation to the memory of its greatest minds.

* *

"Recent Developments in Gun Making," by Capt. John E. Green, illustrated.

"The Development of Trousers," by Edward Hamilton Bell, is also illustrated.

* *

"Georgetown University," by John a Becket, is a very interesting brief history of that famous institution of learning, whose first building was erected in 1789.

* *

"A Cruise Around Antigua," is concluded in this issue, but loses none of its interest.

* *

In "Social Problems," Edward Everett Hale finds some consolation, by comparison, in the report of the State Commissioner's of Labor, that shows that the youngest age beginning work was found to be seven in Philadelphia, while in three other cities, the hungry little tots commenced at five years. What a state of society is this that permits such barbarities!

The *Arena* for February, the third number of that magazine, contains in its opening pages a strong dramatic poem called "In the Year Ten Thousand." The scene is "in a square of the vast city, Manattia, ages ago called New York," where

"electric air-boats * * *
Seem part no less of life than hands or feet!"

that navigate the air with the swiftness and safety of a bird.

He strikes a shivering blow at some of our modern evils, as for instance:

"The story of how a man could rise in wealth,
Above his fellows, by the state unchid,
And from the amassment of possessions reap
Honor, not odium, while on every side
Multitudes hungered."

The world speaks but one tongue, and though "the idiocy of sin" is known, yet there is

"Neither church nor prison for its proof."

When this happens our humanity will be as distant from the scene as the possibility of our communication with the inhabitants of Mars, with which this poem concludes.

* *

"Industrial Partnership," by Nicholas P. Gilman is a wise, suggestive paper on what profit sharing can do and is doing in bringing employer and employe closer together. It certainly is the means by which the interests of both may be made one. It is true as the author declares that "the employing class have yet to convince the world at large of the sincerity of its profession of the identity of interests of capital and labor." During the Paris Exposition last year the practical study of profit sharing was recognized by governmental decree, and awarded a grand prize, in company with the Mason Leclaire and the Bon Marche, the foremost profit sharing establishments in France. There are a total of 220 business houses in which this principal of industrial partnership is to-day fully recognized.

* *

A review of Cardinal Gibbons' late work, "Our Christian Heritage," by Thomas B. Preston, shows that we are indebted to the Cardinal for this luminous and comprehensive paper. Mr. Preston grasps the opportunity given him by the great churchman, to show some of the fallacies of contemporary thought. "The poor depend on the rich for remun-

eration." Mr. Preston makes answer: "The poor create their own remuneration by the enhanced value which they give to material objects through the application of their labor and that the rich allow them to retain as little of it as they can and still consent to work." To the statement that "the great majority of our leading men of wealth are indebted for their fortunes to their own untiring industry," Mr. Preston says: "This is a monstrous misstatement in view of the fact demonstrated by Mr. Thomas G. Sherman, that twenty-five thousand families own to-day one-half the wealth of the country and that thirty years hence, if present causes continue, one one-thousandth of the population will own three-fifths of the entire wealth of the United States." The elder Cato considered slaves simply as machines for acquiring wealth. Our reviewer answers: "That recently, in the United States, while a railroad was being constructed, a reporter suggested the erection of a wooden shed to shelter the poor workmen, the superintendent replied: "A shed would cost us money, and we can always replace our laborers; men are cheaper than shingles."

We do not quite understand Mr. Preston when he says, that "under a system of justice there would still be an unequal distribution of goods." Could it be justice and yet unequal?

While we are in this study we will make one quotation from Mr. Frederick Harrison that appears in the *Forum* for February in the body of a brilliant article, "The Ethics of Property," by W. S. Lilly: "To me, at least, it would be enough to condemn modern society as hardly an advance on slavery or serfdom, if the permanent condition of industry were to be that which we behold, that ninety per cent. of the actual producers of wealth have no home that they can call their own beyond the end of

the week; have no bit of soil, or so much as a room that belongs to them; have nothing of value of any kind except as much of old furniture as will go in a cart; have the precarious chance of weekly wages which barely suffices to keep them in health; are housed for the most part in places that no man thinks fit for his horse; are separated by so narrow a margin from destitution that a month of bad trade, sickness or unexpected loss, brings them face to face with hunger and pauperism. This is the normal state of the average workman in town or country."

Does one of the several American magazines in which appear the productions of the ablest writers on questions of interest to the laboring men reach you monthly? It ought to.

The Last Station.

[Anon.]

He had been sick at one of the hotels for three or four weeks. The boys on the road dropped in daily to see how he got along, and to learn if they could render him any kindness. The brakeman was a good fellow, and one and all encouraged him in the hope that he would pull through.

The doctor didn't regard the case as dangerous, but the other day the patient began sinking; it was seen that he could not live the night out. A dozen of his friends sat in the room when night came, but his mind wandered and he did not recognize them. It was near one of the depots, and after the great trucks and noisy drays had ceased rolling by, the bells and the short, sharp whistles of the yard-engines sounded painfully loud. The patient had been very quiet for half-an-hour, when he suddenly unclosed his eyes and shouted:

"Kal-a-ma-zoo!"

One of the men brushed the hair back from the cold forehead and the

brakeman closed his eyes and was quiet for a time. Then the wind whirled around the depot and barged the blinds on the window of his room. He lifted his hand and cried out:

"Jack—son! Passengers going north by the Saginaw road change cars!"

The men understood. The brakeman thought he was going east on the Michigan Central. The effort seemed to have greatly exhausted him, for he lay like one dead for the next five minutes, and a watcher felt his pulse to see if life had not gone out. A tug going down the river sounded her whistle loud and long, and the dying brakeman opened his eyes and called out:

"Ann—Arbor!"

He had been over the road a thousand times, but had made his last trip. Death was drawing a spectral train over the old track, and he was brakeman, engineer and conductor.

One of the yard engines uttered a shrill whistle of warning, as if the glare of the headlight had shown to the engineer some stranger in peril, and the brakeman called out:

"Yip—Silanti! Change cars here for the Eel River road!"

"He is coming in fast," whispered one of the men. "And the end of his run will be the end of his life," said a second. The dampness of death began to collect on the patient's forehead, and there was that ghastly look on the face that death always brings. The slamming of a door down the hall startled him again, and he moved his head and gently said:

"Grand-Trunk-Junction! Passengers going east by the Grand Trunk change cars!"

He was so quiet after that that all the men gathered around the bed, believing that he was dead. His eyes closed and the brakeman lifted his hand, moved his head and whispered:

"De——"

Not Detroit, but Death! He died with the half uttered whisper on his lips. And the headlight on death's engine shone full in his face and covered it with such pallor as naught but death can bring.

A Locomotive With a History.

The Adirondack Railroad Company's pioneer locomotive, the Maj. Gen. Hancock, is now utilized by the present owner, the Delaware & Hudson, at Saratoga Springs, as a steam generator to keep up the heat in detached passenger coaches that are heated by the McElroy system of steam heating. The old locomotive has a history, for it is a relic of Sherman's "Marching Through Georgia." It was originally built for service on a Georgia railroad in the ante-bellum days, and was afterward drafted into the Confederate service, from which it was captured during Sherman's raid at the taking of Dalton. It was sent to Chattanooga, and there sold at a government sale of confiscated property, and was purchased by the late Dr. T. C. Durant, and used by him in hauling supplies in Tennessee as a government contractor. After the war he brought it north, and when, as president of the Adirondack company, he equipped its railroad, its whistle was the first to awaken the echoes of the Upper Hudson at North Creek. It was used as a passenger locomotive for about twenty years, and has been twice rebuilt, but still retains portions of the original form and machinery.—*Ex.*

THE Wabash railway has issued an order that no boy or young man shall be employed in any of its shops or other departments for the purpose of learning any trade unless he can bring a certificate stating that he has completed studies in the second grammar department of school work.

Humor.

"A little nonsense now and then
Is relished by the wisest men."

The Burning Deck.—Revised.

A steer stood on the railroad track
Whence all but him had fled;
The flames from out the engine stack
Shone 'round his curly head.
Yet beautiful and bright he stood
And held the right of way;
A beast of Royal Durham blood,
A terra cotta bay.
"Ring off, ring off" the driver cried,
You offspring of a gun.
And but the bounding wheels replied,
And fast the train rolled on.
The train rolled on, he would not go
And join the common herd.
The farmer heard the steam cars blow
The while the steer demurred.
Then came the train at fifty miles,
The steer, O where's he gone?
Ask of the section boss who smiles,
And sips his beef "bouillon." —Frog.

A Scare at the Quarters.

MRS. ALLIBONE—"Run git de gun, Rufus! I knowed l'd find a man undah d' baid one 'r dese days."—*Judge.*

MABEL—"Amy, what has become of your anti-slang society?"

AMY—"Oh, it's in the soup."—*Ex.*

Answered Him.

If the editor of the *Railway Telegrapher* would devote himself to answering smart correspondents and sell his services to magazines needing the regular assistance of a profes-

sional fool annihilator, he could make his everlasting fortune. The following interesting correspondence, clipped from the columns of that journal shows the dire necessity for some kind of an extinguisher:

We have received the following letter from a man who is probably spending this heated season under the shadow of some secluded insane asylum. If not, he isn't the person we took him to be, or rather, he is the party whom we would not imagine was the other individual:

FLOPOVER-ON-THE KIBOSH, Feb. '90.

DEAR SIR:—As you are evidently aware that this is the most remarkable winter in the memory of the oldest inhabitant, and that the weather isn't strong enough to wear heavy gum overshoes; that the mild atmosphere is a little milder than other atmospheres less mild, and that our social system is likened unto a large limberger factory with the bars down, what would you advise as being the best method for curing ingrowing toe nails on your pullets? What is this world coming to anyway? If so, why not?

Yours truly,

ARDEMUS WART.

To which we made the following reply:

SING SING-ON-THE QUIET, Feb. '90.

DEAR SIR:—Your esteemed favor of recent date, showing symptoms of early mental decay and sloshed up metaphor at hand. We will be pleased to give you all the information in our power. You are undoubtedly correct as to the goshdarn condition of the atmosphere, but we attribute that to the atmospheric changes that have occurred within the past few months. It is altogether too *vice versa*. It never rains but you get wet. The only method we know of is one which we frequently use ourself. It is considered a very good method, although we are not a very fly methodist. You might use it to advantage with tender pullets, but if you are about to extract ingrowing toe nails from the average spring chicken, we would advise you to procure a crow-bar. That will undoubtedly pullet. You might try the method though, and if it gives you any trouble or breaks, we will send another. Your last question will be answered after we have realized our most sanguine expectations.

Yours vaguely.

We have several other letters which we will answer in due season. Correspondence of this kind is respectfully and even hilariously solicited to enable us to find out how many other cranks there are in the field.

Woman's Department.**The Misses.**

[Globe-Democrat.]

Though in this world I've met with strife,
I've learned what true domestic bliss is,
But half the sorrow of my life
Have come to me through certain Misses.
Although in this 'tis not my plan
The single gentle sex to censure,
Tis true my troubles first began
All through a certain Miss Adventure.
My way in life I sought to make,
And got a start by frugal living,
But lost it all through a Miss Take,
Though I was warned by a Miss Giving.
And when a pretty maid I wooed,
I studied courtship as a science,
But fear my love was Miss Construed,
Because she feared a Miss Alliance.
Then to Miss Chance I was a dupe,
Miss Trust my every step pursuing.
And if I e'er got in the "soup"
'Twas some that Miss Chief had been brewing.
The Miss that next brought me to grief—
I fear her name was Miss Nomer—
Was called Miss Fortune, who, the thief,
Left me when short of cash, a roamer.
I gave the gossips many a topic
Who saw my plans to wed Miss Carry,
And lest I should get Miss An Thropic,
I fled from Miss Ery to marry.
Now since I've settled down in life,
Less in Miss Hap have I confided,
For who is guided by a wife
Is not so apt to be Miss Guided.

The Husband Question.

[Written for the JOURNAL.]

Not long since, my eye fell upon an article in the *Ladies' Home Journal*, which struck my bump of combativeness, and aroused me to pass all former bounds and express myself on paper. The article mentioned was in answer to the question, "How shall I keep my husband at home?" and the answer in substance was that a woman should give her husband to understand that she knows nothing—therefore nothing must be expected of her; then he will be surprised and pleased should she give any evidence of possessing a little intellect and finally, if well entertained with all the neighborhood gossip and *well fed*, he will find his home attractive.

Now, I consider such an article as that as just so much of a hinderance to the progression of woman. Through all the centuries since Adam and Eve, woman has been gradually lifting herself up to the plane upon which she will be recognized as the equal and natural companion of man, and every word which advises a woman to accept a position less than this has, in a measure, a tendency backward toward barbarism.

In this stage of civilization, and more especially in our own land of freedom, where young men and women mingle in society without the restraint of a chaperone and where marriages are founded on mutual attraction and without the services of a "go-between," it is reasonable to suppose that, as a rule, a man chooses one whom he regards as his *equal* to be his companion through life. Hence I say, the inequalities of married life are not *intellectual* inequalities, but differences arising from uncontrolled tempers and appetites, or from diversities of tastes.

If this be true, no amount of humbling one's self before one's husband is going to restore the lost congeniality. The man of the nineteenth century is prone to accept his wife's own estimate of herself, and if we give our husbands to understand that we are know-nothings, who can blame them if they treat us as such? If we entertain our husbands with neighborhood gossip and society scandal, can we blame them if they think us capable of nothing higher or better?

Since the beginning of civilization, *homes* have been held as sacred places. If a man be but one degree above a savage he expects the home influence to be elevating. If he be disappointed in this—if he feels that the sanctuary is desecrated, can he be blamed if he turn from it? Though he may go where a *worse* influence prevails, it will be where nothing better is expected; where he will not feel that there is a perversion of that which *should* be holy. SISTER LU.

SUSAN B. ANTHONY was seventy years old the 15th of February.



ALICE LAURENCE.

Actresses for Benevolence.

In referring to a number of ladies who have turned their talents to account in a way that has been beneficial to others, *Leslie's Newspaper* says:

"It has been some six or seven years since a number of New York's leading belles and beauties, tiring of parlor recitations and private theatricals, broke over the conventionalities with which they were hedged about, and, stepping to a stage vacated for the time being by professionals, boldly declared themselves the amateur actresses who would henceforth display their histrionic talents in aid of charity. At first the public was inclined to criticise or ridicule the attitude assumed by these ladies, but when the critics went in curiosity to wit-

ness the simple one and two-act comedies presented before real footlights and shifting scenery, they found the performances really so commendable and the office receipts poured into the lap of Dame Charity so generous, that they forgot their prejudice sufficiently to applaud vigorously and heartily. Under this benign influence the amateurs took heart of grace, and by careful study under professional masters have developed into clever and graceful actresses, the exercise of whose gifts is not only attended by much genuine pleasure for themselves and the listening public, but profit to the suffering and distressed."

We reproduce in this number the portrait of Miss Alice Laurence, one of the leaders in this praise-deserving undertaking.

MRS. HARRIET BEECHER STOWE has realized the snug sum of \$200,000 from the sales of "Uncle Tom's Cabin."

In a message to the Legislature of Iowa, Gov. Larrabee recommends that women be permitted to vote at municipal elections.

THE Empress of Germany recently received a pearl and diamond necklace from the Sultan of Turkey. The present is valued at \$125,000.

THERE are sixty-two thousand women in the United States interested in the cultivation of fruit. Last year, says an exchange, one woman in California made a profit of \$1,600 by raspberry culture.

WHAT do you think the beautiful word "wife" comes from? It is the great word in which the English and Latin language conquered the French and Greek. I hope the French will some day get a word for it instead of femme. But what do you think it comes from? The great value of the Saxon words is that they mean something. "Wife" means "weaver." You must either be house-wives or house-moths; remember that. In the deep sense, you must either weave men's fortunes and embroider them or feed upon and bring them to decay. Wherever a true wife comes, home is always around her. The stars may be over her head. The glow-worm in the night's cold grass be the fire at her feet, but home is where she is, and for a noble woman it stretches far around her, better than houses ceiled with cedar or painted with vermillion—shedding the quiet life for those who else are homeless. This, I believe, is the woman's true place and power.—*Ruskin.*

A Word to Mothers.

At the age of three and four, children want guiding in their play more than at any other time during childhood; because they are then changing their little habits—leaving babyhood behind and taking up childish ways, which will remain with them many years. To make such little ones happy and

keep them amused is not so difficult a matter; but much patience is required and not a little ingenuity. It is well always to aim at teaching them from their infancy to amuse themselves. By that means the mother is laying a good foundation in the child's character on which its greatest happiness will be built.

Give the busy fingers something to do—you may call it play or work. The latter pleases them most, and by encouraging them in the belief that they are really helping mother, you will make them happy. Give them some strips of soft, woolly stuff and tell them you want them all picked to threads to fill a cushion or a muff. Cut some paper into strips and coax their chubby little fingers to make spills for lighting candles, etc. Give them a piece of calico and a needle into which you have tied a pretty colored cotton thread, and suggest that they make a doll's frock. Although quite unable to make two even stitches, the idea will fill a little girl's heart with pleasure. Let a slate and pencil be used every day—there is endless amusement in them! Draw something—no matter how crude or funny—and get the little one to try and do the same. Many a merry peal of laughter will gladden mother's heart at the queer figures which will appear on the slate. Save all pieces of paper with pictures on them—advertising sheets and such things—and let them have an old blunt pair of scissors and try their hands at cutting out the pictures. It is not an easy, but a very interesting thing to do, and if encouraged to persevere, they will later on become quite expert, and might then be allowed to paste them into a book or upon a screen—that would make them very proud. Don't mind if they make a litter of their amusements; it is impossible to avoid that, but always teach them to clear up their bits when they have finished. They will do it willingly—with a little coaxing—and some day will, in consequence, be more careful. Then teach them some simple songs, with marching step and hand-clapping introduced, for exercise on wet days. Get a book of tiny tales for children and read

one, at least, every day aloud to them. You will be repaid by the enjoyment they will get from it. Give them odd buttons, beads, or even dried beans will do, and teach them to count and play at having "stores" with them. Do not buy many toys, but what they have allow them to play with at any reasonable time. And, if they have no other companions, mother must sometimes play, too, just to show them how to use their dolls and balls—or whatever toys they may have—for it is not natural for all children to play nicely without help or guidance. They often require to be started right.—*Canadian Queen.*

Women in Hindooostan.

Some very interesting things are told about Hindoo Women by the *St. James Gazette*, from which we take these figures;

There are 124,409 mercantile women in India.

! The section devoted to lawyers includes ten women only.

Women as "officers of the national government" number 6,352.

Eight hundred and sixty-five women are officers of independent states and governments.

Three thousand four hundred and sixty-four women appear as authors and literary persons.

No fewer than 17,764 women figure as "officers of the municipal, local, and village government."

The respectable total of 94,251 women appear as clergy, ministers, priests, church and temple officers.

Twenty-seven thousand seven hundred and forty-one women are employed in the construction of houses and other buildings.

As physicians, surgeons, and druggists, without any possibility of a qualification of a menial kind, there are 75,239 women set down.

There are 358 employed in the building of ships, 18,799 workers in precious metals and stones, 354,721 in stone and clay, and 5,244,206 simply classed as "laborers."

Five hundred and eighty-four are tabulated as artists, 19,631 as musicians, 4,345 as teachers, 127 as scientific "persons," and, strangest of all to the uninitiated, 40,881 as actresses.

Altogether about 36,000,000 women appear as engaged in some description of

classified work—roughly, a little less than one-third of the entire female population, which includes, of course, an enormous proportion of infants and young girls.

A Sensible View.

The conditions of our civilized life seem to grow harder. More and more girls and women are forced out into the world to earn their living every year. But this is no hardship really. Work means development, new knowledge, added power, year by year. To work for his living is the best fate that can overtake one, unless the labor degenerates into drudgery and grinding toil. Work that one loves is glorious. It fills the soul with enthusiasm. A hundred thousand girls in different parts of the Union are now asking themselves and all their friends what they shall do for a living. The answer is easy. Do that which you like best and can do best. In every sensible, intelligent girl's soul there is an intuition that one certain kind of work is what she can do best, and will call out all the enthusiasm of her soul. The occupation may be a humble one in the world's eyes. No matter. It is your work. It is wrong and wicked for parents to force either girls or boys into occupations that are distasteful to them. Many a starving sixteenth rate musician would have made a first class cook. So choose your own occupation, and then work up to the highest in it. Do not stop till you reach the highest. A genius is one who never gives up. Every boy and girl has high and dazzling dreams of the future. The strong and the persevering realize those dreams in one shape or another, perhaps not always as they first expected, but in a nobler, better way, often. So, girls, find your ideal work for yourselves, and then do it joyfully and in the ideal way. Make your dreams realities.—*Eliza Conner in Houston Post.*

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

APRIL, 1890.

EVERY toiler should have a manly pride in his vocation. He should remember that to create the value he receives; to be a busy, useful citizen in the most progressive nation; to produce more than he consumes, and to know that the world is indebted to him for a part of its prosperity, is enough to place his name high on the roll of honor.

THE *Frog* has been sold to a stock company and will henceforth be known as the *Western Railway*. We don't like to see the old title disappear, for the *Frog* had established something of a reputation for quaint and original humor which is inseparable from its name. However, our old friend Warman, is to continue as chief croaker, just the same as of old, and this mitigates the offense of dropping the old name.

SENATOR REAGAN declares that he is "unable to perceive" any reason why the families of railroad employes should be given free transportation. But when it comes to the matter of a congressman traveling all over the country on a pass, and then drawing mileage from the U. S. treasury for every foot of the distance, it is probable that the perceptive faculties of the distinguished Senator experience no difficulty in discovering the reason.

SENATOR REAGAN says (if the newspapers report him truthfully, and there is no reason to suppose they do not) that railroad employes are better paid, according to the work they do, than persons in other vocations. Mr. Reagan is a person in another vocation. He is an employe of the govern-

ment. He begins the work of discussing congressional measures in December and finishes probably in April or May, and counting out "adjournments" for holidays, state occasions and other agreeable things, he serves the government possibly one hundred days if the session is not too short. For this work the wealth producing classes pay Mr. Reagan five thousand dollars, or about fifty dollars a day. Unless Mr. Reagan spends some of his time to a better advantage than writing letters to John Livingston stating his disapproval of legislation for the benefit of railroad men, we fail to see wherein he has any kick coming about the question of wages.

A Harmless Lunatic.

We are in receipt of a rather heavy mail from John Livingston, since the first of February. After throwing a quantity of the stuff into the waste basket we happened to open one of his letters, last received, and not noticing the name at the bottom we wasted time enough to read it. It consists of a rambling discourse on the question of amending the act relating to free passes, so that railway companies may legally transport employees without charge and concludes as follows:

As it seems judicious to ascertain the views of those most concerned, will you kindly communicate to me your opinion as to the merits and wisdom of such suggested amendment and whether you would deem its passage advantageous to your interests.

JOHN LIVINGSTON,
P. O. Box 2566.

For the past several months this man Livingston has been conspicuous in railroad circles. He takes a certain position on some question of interest to the public and when he can no longer secure the notice that he thinks is due him, he immediately turns about and takes up the opposition. Having arrested public attention again for a moment he appears to be satisfied until it dies out, and meantime writes to any publications he thinks will notice him and asks the editor what he thinks of him now. He has succeeded in obtaining some kind of a notice from all classes of newspapers and

has imposed some very silly contributions on some of them. Why any of our exchanges continue to give him free advertising is something we don't understand. To notice him as a curiosity and then drop him into oblivion is the proper course to pursue.

The simple truth is that John Livingston is a harmless lunatic, and his mania is the result of an uncontrollable thirst for notoriety. We do not say this with a desire to abuse him. The TRAINMEN'S JOURNAL does not under any circumstances descend to coarse abuse, and can see no argument in a flippant remark. We assert our belief that Mr. Livingston is a mild and harmless lunatic, because the circumstances warrant the assumption. He should not be made a target for vituperation, for he is very evidently demented, and therefore not responsible for his conduct. It is now clear that the "Railway Shareholder's Association," of which he imagines himself president, has no existence save on the stationery Mr. Livingston uses. It is a myth with nothing tangible about it except a post-office box and a crazy "president." Last summer a relative of Mr. Livingston was traveling through Illinois selling books, and while making a business call at the JOURNAL office explained the old gentleman's mania. A careful examination of Mr. Livingston's letters and circulars will convince anyone that he is surely insane, but harmlessly so. A perusal of them also shows clearly that he thinks he is acting for the best interests of the country and evidently believes that the welfare of the republic rests in his hands.

Scandal Mongers.

Almost every neighborhood is cursed with a gossip monger, commonly known as "the tattler." This disagreeable individual makes it a regular business to meddle with the affairs of other people while neglecting his own, and keeping the neighborhood in a constant turmoil. Nothing escapes his notice. The smallest item is set down in the tattler's empty pate and retailed with many additions to the first person who will listen. If Mr. A. purchases a new coat the neighbors are promptly informed

of it by the tattler. If a horse or dog or cat dies, the tattler immediately puts the fact into circulation, and if Mr. B. declines an invitation to dine with Mr. C. the tattler will not sleep until the neighborhood has been posted. But this propensity to pry into everything that is none of his business is by no means the greatest of the tattler's evil habits. He is determined to talk, and when the events of the day do not furnish a bountiful supply of facts he manufactures them. In plainer terms he is a liar; and moreover, a most abominable liar. He must have sensational news, and if current events do not furnish it he falls back upon his imagination. He cares nothing about the injustice he may do; nothing about the fair reputations he may blacken; nothing about the shadow he casts upon the lives of the innocent. He succeeds in creating an excitement; in stirring up strife; in turning friends into enemies, and he is happy.

In some respects neighborhoods and labor organizations are wonderfully alike, and in the matter of tattlers they are identical. It is not strange that among many thousand members of a labor organization there should be a few little souls whose highest ambition is to become the gossip mongers of the order. Being unable to make the personal calls that are the chief means of communication for the neighborhood gossips, they make such industrious use of the mails that the obstacle of distance is easily overcome. These tattlers are constantly on the alert for something to make trouble about. They go sneaking and prying around, their eyes strained to catch some unusual sight, their ears attuned for the faintest breath of suspicion, their venomous tongues poised to spread the smallest bit of news that sounds sensational. The more trifling and insignificant the matter the greater is their delight in handling it, for it is only the very small things that their little brains can successfully grasp. Such men see nothing noble in human nature simply because they cannot comprehend it. To them the most exalted character is but common-place, the loftiest thought is but gibberish, and the manliest words that can

be spoken for humanity will never find an echo in their hearts.

It is most unfortunate that even a few such people exist among the toilers, for there is enough of strife and contention between labor and its natural enemies without the additional burdens caused by the meddlers who are dying for a little notoriety and whose ability to secure it is limited to an effort to slander the innocent. The men who fight the battles for labor, who make enemies of capitalists and corporations by what they do and say, have trials enough to encounter without feeling that they must also be on their guard against enemies in the very ranks of labor who ought to be their friends and supporters. But while it is discouraging to know that there are creatures so despicable as to seek to blight the good work of loyal men (and it would be difficult to imagine anything more utterly contemptible), it must never be forgotten that the sound sense and good judgment of the great majority of the laboring people can be relied upon to scorn the work of gossips, and render futile the efforts of falsifiers who would willingly wreck every hope for labor's future, that in the ruins they might find some petty hate and malice gratified.

Reagan's Position.

Senator Reagan recently wrote a letter giving it as his opinion that railway employees should not have free transportation. Among other reasons why he objects to this are the following:

"I am unable to perceive any just reason why the families of railroad employees should be allowed to travel over the railroads at the expense of other people. As a rule railroad employees are better paid than persons of little capacity in other vocations, and to make the exception in their favor of transportation of their families free would simply be in the line of odious class legislation with which the country has been so cursed for the last twenty years or more."

Mr. Reagan's frank confession that he is "unable to perceive" the reasons why employes and their families should have transportation, is something he should have great credit for. And when he further

asserts that "as a rule railroad employees are better paid than persons of *little capacity* in other vocations" he betrays a lamentable ignorance about practical railroad affairs that makes it very plain why he does not "perceive" in the first instance. Mr. Reagan is one of the great public that travels in a coach, enjoys the comforts of a cushioned chair and the luxuries of a sleeping car, and gives no thought to the labor required, the skill involved and the dangers faced to take the train over over the road. Lolling in a parlor car while the train flies over the rails, the passenger thinks nothing of the swaying, rocking, jolting engine where the engineer carries his burden of responsibility and the fireman is steadily shoveling coal under conditions that would make it difficult for a green man to even keep upon his feet. The passenger looks out from the comfortable coach and sees the brakemen facing the fierce blasts of winter or drenched with the freezing rains of spring or autumn, climbing over the slippery car-tops, constantly facing a hideous death; but no thought is given to the matter. This may be excusable on the part of the careless, thoughtless citizen, but one would expect better things of a statesman. He should certainly be expected to know something of the practical side of railroad service. But when he refers to the vocation as one of "little capacity," it is painfully evident that he does not.

The facts in the case are that railroad service in America requires a capability both physical and intellectual that is exceeded by but few vocations of the age, and which demands for its successful operation a class of as nearly model men as the country affords. The idea that "anybody can be a railroad man" is an error arising from the fact that the public does not comprehend the business. To be a successful railroad man requires not only a good degree of common intelligence but a peculiar mental make-up that enables one to come to quick and accurate conclusions under the most varied circumstances; and with this mental trait goes physical adaptability to the business. Good muscles,

steady nerves, clear vision and that admirable trait commonly known as "clear grit," are some of the things without which success is impossible. These are but a few of the things necessary to possess before entering the railroad vocation; as to the circumstances which call for constant alertness and which are liable to put the entire combination of these traits to the test at any moment, there is but one way to understand that and that is to have the experience.

The assertion that men who do difficult, skillful and exhausting labor and at the same time are constantly placing life and limb in jeopardy are "better paid than persons in other vocations" is infamously false; and the fact that it comes from a man who has been clothed with authority by the people only aggravates the offense. There is just one way in which such men as Mr. Reagan should be answered. If the unseen power that shapes events should so direct affairs that Senator Reagan should be compelled to spend just one winter as a freight brakeman; to put in twelve hours going over the division through a storm; to taste the luxury of switching a couple of hours in a cold rain; to stumble over unblocked frogs; to slip from the car-top to the frozen ground; to lie pinned beneath a wreck until it is removed; to come out of the service in the spring with one leg and three fingers, it would have a wonderful effect in touching up his perception. He would no longer be "unable to perceive" some of the reasons why railroad employees and their families are entitled to a few small favors.

The Strike Question.

It appears that a new organization of telegraphers is coming to the front and that some discussion is being indulged in as to the propriety of this movement. So far as we can judge, the new order (known as the Brotherhood of Railway and Commercial Telegraphers) bears about the same relation to the Order of Railway Telegraphers that the Brotherhood of Railway Conductors does to the Order of Railway Conductors. In other words the old organization holds that it is wrong to strike and the new one does not.

This question of whether it is right to strike is quite as important as any now before the laboring people and the more earnestly it is discussed the better will it be understood. The logic used to defend the non-striking constitution is something not very clear to the JOURNAL, and it is with the hope of getting some light upon this subject that we venture to offer some friendly criticism. In an article on this question the *Railway Telegrapher* (official organ of the O. R. T.) recently said:

In our opinion, and that also of the large majority of those who have become devoted to the interests and objects of the Order of Railway Telegraphers, it is not the sole motto of the Order to attain such power as will compel the employer to accede to our wishes whether right or wrong. We do not believe it safe or desirable that any organization of railway men reach the point where a railroad company becomes helpless in their hands. We do not believe it is the hope or belief of any considerable number of the members of the O. R. T. that the time will come when this Order shall undertake to compel any railway company to do those things which it chooses not to do. We believe in the American idea that every man or body of men should have the right to conduct their own business as they may see fit, so long as they do not encroach on the same rights of some one else.

We are glad that the *Telegrapher* has an opinion on this subject. We have frequently endeavored to get an expression from the people who think that way, but for some reason never could do it. We are, therefore, pleased to hear so bold and emphatic an expression of opinion from one of the supporters of the anti-striking basis for organized labor; and the more so because we have every reason to believe the *Telegrapher* has not only an opinion but also the courage to defend it.

Opinions to be of any value must rest upon experience. The assertion, "I think so," is nothing of an argument unless the theory set up can be supported by facts. Now, what are the facts? What is the condition to-day of striking and of anti-striking labor organizations? Take the Order of Railway Telegraphers as a case in point. Its members occupy most important and responsible positions. They have long,

weary hours of labor; they are under the constant strain of a great responsibility; they fill a position which calls for special training and education, and be it remembered that an education always represents capital employed, as surely as does the merchants' stock in trade, because it takes time and money to obtain it. And yet the telegrapher is paid the most beggarly salary of any man in the railroad service. Indeed, his wages frequently rank but little above that of the section man, whose vocation represents no more skill than is required to direct the blows of the tamping bar. Does the *Telegrapher* believe that if the wages of the members of the O. R. T. was raised to correspond with wages of other labor according to its skill and responsibility, that telegraphers would be over-paid? Does it believe that their wages ever will be improved as long as its constitution virtually pledges its members to let that question take care of itself? Or does it think it is better to accept unjustly low wages in order that corporations shall "have the right to conduct their own business as they may see fit?" Suppose that all the corporations employing telegraphers east of the Mississippi river should conclude that expenses were too heavy to fit their dividends, that it was necessary to retrench, and that the pay of telegraphers should be reduced ten per cent; that is to say, that in order that owners should not feel the pressure of dull times each telegrapher must donate five dollars per month to the company? What would the Order of Railway Telegraphers do about it? It would do nothing. It would silently accept the insult and pay over the money. It does not believe it is right to "undertake to compel any railway company to do those things which it chooses not to do," and it is, therefore, obliged to accept just what the company proposes. It may be a bitter thing to quietly take, but it must bow and smile and pleasantly assure the company that it is just the thing desired, and that to pay over some of its hard earned cash is a genuine pleasure.

The *Telegrapher* certainly makes some peculiar assertions in setting forth the rea-

sions for its anti-striking principles, which we quote above. It declares that it is not the desire "to attain such power as will compel the employer to accede to our wishes whether right or wrong." It further expresses the belief that it is neither "safe nor desirable" that labor organizations should possess the strength to successfully cope with a railway company. The one point that sounds very strange is the phrase, "accede to our wishes whether right or wrong." Does the *Telegrapher* look upon organized labor as organized piracy? Does it think that labor's desire to become a robber is checkmated only by its lack of power? Does it think that the toilers would abuse power by forcing wages further above what they should be than the capitalists would by forcing them below an honest point? Does it think that the only reason why labor does not reduce corporations to bankruptcy is because its lacks the opportunity? Will the *Telegrapher* be good enough to tell us why it is more dangerous to trust labor with power than it is to trust capital with power? Will it kindly point out the influences which hold companies so firmly in the path of moral rectitude that it is neither "safe nor desirable" that the employees shall have the power to take part in the proceedings, but that the company shall be left "to conduct their own business as they shall see fit?"

The theory that it is not safe to trust the people with power, is as old as the idea of the divine right of kings to rule. This theory has done more to check progress than any other one thing in the history of humanity. It has built prisons, erected gallows, invented tortures, and flung into dungeons the noblest champions of the rights of man. The most crushing blow that false and vicious theory ever received was from the Declaration of Independence, and the descendants of the men who dealt that blow should not be found among those who wish to see the dying barbarism prolong its vile career. It is not dangerous to allow the toilers the same power that the capitalists possess, but it is right, reasonable and just. We are not living in a period

in which reason can be throttled by brute force, and the cause of the employer is just as safe in the hands of the employe as that of the laborer is in the hands of the capitalist.

The TRAINMEN'S JOURNAL has before declared its position on the strike question, but in order that there may be no mistaken idea concerning its attitude toward anti-striking orders, it is well to be explicit. We look upon such organizations as the Order of Railway Telegraphers as productive of much good in various directions, but hold that its anti-striking constitution disarms it in the time of war, and leaves it entirely at the mercy of the enemies of organized labor. We believe that every workman is a co-partner of his employer—that he balances the capitalist's money with his labor—that the two factors of labor and money produce wealth, and that the workman is entitled to an honest share of the wealth his labor creates. If this proposition is correct, it must certainly follow that the workman should have a voice in the matter of wages, even if it results in "compelling a company to do those things which it does not desire to do." And as the only possible means of clothing the toilers with that much independence is to organize on a striking basis, we fail to see the wisdom of opposing such movements. We therefore hail the good judgment of those who have broken away from the old regime and established a new fraternity. The JOURNAL extends to the young Brotherhood the hand of good fellowship, and wishes it the full measure of success that the pluck and manliness of its founders deserve.

SIXTY years ago, says an exchange, railroads were unknown in the United States, which then had a population of 15,000,000 people. To-day there are in this country 165,000 miles of railroad, on which were transported last year 600,000,000 tons of freight. Upon these lines 1,000,000 men are employed, and the annual disbursements for labor and supplies are above \$600,000,000.

Railroad Notes.

THERE are now 162 electric railways in the United States.

J. PIERREPONT MORGAN has made \$5,000,000 in railroad deals.

THIRTY cars are now being built for the Union Pacific road for fast mail service.

TWENTY freight engines have recently been added to the equipment of the Nickel Plate.

TRAINS over the entire Cincinnati, Hamilton & Dayton lines are now run by block signals.

THE Wabash is now running a second-class sleeper from Boston to Kansas City without change.

THE Grant Locomotive Works will begin the erection of their immense plant in Cicero, Ill., on May 1.

AN exchange says that the working expenses of the railroads of the United States are 61 per cent. of the total earnings.

A PARTY consisting of the oldest engineers in the employ of the New York Central will take a trip to the Pacific coast about April 1.

ON Feb. 25, train No. 18, over the St. Louis Division of the Big Four, was hauled from St. Louis to Indianapolis in six hours. The distance is 264 miles.

SUPT. YOKE has ordered the discharge of all the striking switchmen of the Pittsburg and Erie roads, with the statement that they will not be re-employed. A serious blockade now exists in the Pittsburg yards.

A CINCINNATI man who preserved a record of 320 railroad accidents happening in this country in the past year finds that only thirteen out of the lot occurred from causes beyond human control. Every one of the others was due to drunkenness or carelessness.

THE Baltimore & Ohio has provided \$500,000 to start the work of construction of the Akron & Chicago Junction Railway, and other valley improvements.

AT an early date the Columbus Southern, it is stated authoritatively, will be running trains into Albany. There was some delay because of the heavy work required between Dawson and Richland.

THE Ohio, Indiana and Western Railroad Company passed out of existence Feb. 27. It will be known hereafter as the Peoria & Eastern Railroad Company, and be operated as the Peoria Division of the Big Four.

THE New York Central is preparing to relay its passenger track with 80-pound steel rails. Thirty thousand tons have already been delivered at Syracuse. The new rails are fifteen pounds per yard heavier than the present ones.

AN exchange says the opinion is gaining ground that the Chicago & Atlantic will soon pass out of the hands of the receiver, and will be absorbed by the Erie Railway, of which it forms the western extension from Marion, O., to Chicago.

THE astronomers of the Paris Observatory are in trouble over the projected building of a railroad near their establishment. They say that the earth tremblings caused by passing trains will make their observations useless. They will try to have the government order a change of the route.

THERE are now five buildings and fourteen rooms along the line of the New York Central devoted to the use of the employes of that road as places of rest, recreation and education. No intoxicants find a place in them. They have been erected or leased by the men themselves, aided by the railroad, and especially by Cornelius Vanderbilt.

THE work on the new bridge over the Missouri river at Kansas City is said to be in such an advanced state that the structure will be completed by August next.

THE Southern Iron Company, it is reported, has practically obtained control of the Tennessee and Coosa Railroad, and will extend it from Gadsden to the Tennessee River. The line is a short mineral road, at present only having connection with the Coosa River steamers.

THE Southwestern Railroad, of England, has given up its battle against the tipping system, it is said, and ordered down from its stations the placards that announced that employes were forbidden to accept tips. In spite of the placards the porters are said to have made an average of as much as their regular pay from tips.

AN electric indicator of the names of railroad stations is coming into use in England. A magnetic apparatus turning a roller, on which are printed the names of stations in good, visible letters, is fitted over the window of each carriage, with an electric bell calling the attention of passengers to the change. The instruments are connected in series, and are under the control of the guard, who changes the name by a simple touch of a button before the train stops.

THE latest engineering scheme is a bridge for the straits of Bosphorus, by which direct railroad communication will be made between Europe and Asia. The plan comprises nothing less than the construction of a colossal bridge 872 yards long over the channel that flows between the shores of Europe and Asia. It is stated by the Paris correspondent of the London *Telegraph* that the French engineers who are thinking of undertaking the construction of the bridge would make it with one arch only.

On the Road.

R. W. SMITH was killed while coupling cars at Mattoon, Ill., Feb. 23.

FEB. 25 John Whalen was instantly killed while switching at Chicago, Ill.

W.M. BUCKLEY, brakeman Vandalia Line, was killed at Vandalia, Ill., Feb. 28.

ENGINEER LONG was seriously injured in a collision at Wellington, Mo., Feb. 24.

JOHN WEGRIFF while coupling cars at Chicago, March 3, had both feet amputated.

THOS. SULLIVAN, a C. B. & Q. switchman, was run over and killed at Peoria, Ill., Feb. 20.

ON Feb. 24 W. F. Frazier, switchman C. B. & Q., had both feet badly injured at Aurora, Ill.

FIREMAN FRANK BROOKS fell from his engine at Woodbury, N. J., Feb. 21 and was killed.

CONDUCTOR M. HARDY was badly injured in a wreck on the A. & D. near Edgerton, Va., Feb. 22.

BAKEMAN GEO. MAWMAN had his left arm crushed while coupling cars at Racine, Wis., March 3.

CHAS. E. WARREN, of Huntingburg, Ind., was killed Feb. 20 while coupling cars at Mt. Vernon, Ill.

FIREMAN DILLINGHAM was severely injured in a wreck on the C. C. C. & I., at Indianapolis, Ind., Feb. 27.

W. A. TAYLOR, brakeman B. & O., fell from his train at Newark, O., Feb. 27, and was seriously injured.

AUGUSTUS GREEN, a brakeman on the L. & N. was run over at Callender's Station, Tenn., Feb. 24, and killed.

A COLLISION on the Reading near Mahanoy, Pa., Feb. 26, resulted in the death of Brakeman John Brennan.

IN a rear-end collision on the M. & St. P. at Salt Creek, Ill., Feb. 27, Fireman T. A. Gilmore was badly hurt.

CONDUCTOR J. C. HENDERSON, of the B. & O., fell from his train near Coulterville, Pa., Feb. 19, and was killed.

IN an accident on the Cumberland Gap road at Tazewell, Tenn., March 3, Engineer Neely was fatally scalded.

AT Flanagan's, Tex., Feb. 22, Mart Williams, brakeman T. S. V. & N. W., fell from his train and was killed.

ED. HICKOK, brakeman Denver & Rio Grande, fell from his train near Montrose, Colo., March 11, and was killed.

C. E. HUFF, a Pan Handle brakeman, had his right arm cut off while coupling cars at Columbus, Ohio, March 3.

ENGINEER C. LOVELACE was killed in a wreck on the St. P. M. & M. at Calais, Mont., March 1.

AT Strawn, Tex., Feb. 25, Brakeman Walter Clark, of Texas & Pacific, fell from his train and was severely injured.

WHILE coupling cars at Chicago, March 3, Henry Timlan, brakeman C. M. & St. P., had his hand badly crushed.

BAKEMAN LOUIS RILEY was killed beneath the wheels on the Indiana, Illinois & Iowa, near Momence, Ill., Feb. 26.

WHILE switching in the St. P. M. & M. yards near St. Paul, Minn., Feb. 26, M. O'Brian was run over and fatally injured.

ON March 1, Wm. Talby, conductor Chesapeake & Ohio, was run over and killed near Johnson's Tunnel in West Virginia.

BAKEMAN McCARTHER, of the St. L. & S. F., fell under the wheels at Talehena, Tex., Feb. 21. He died from his injuries.

AT Lime Rock, N. Y., Feb. 25, Wm. Noonan, brakeman N. Y. L. E. & W., had his arm badly injured while coupling cars.

CHAS. L. WEIRICH, brakeman Illinois Central, was run over and killed at Galena, Ill., Feb. 28. His home is at Monroe, Wis.

BAKEMAN DEAN, who had been on the road only a few days, was killed on the D. S. S. & A., at Stamford, Mich., March 11.

ON Feb. 5 Wm Gillette, brakeman on the Santa Fe, was instantly killed at Chillicothe, Ill., by the breaking in two of his train.

CONDUCTOR JOHN PHILER fell from his train on the Central railroad, near Hudson, Ill., Feb. 25, and had one of his legs cut off.

A REAR-END collision occurred on the A. A. & N. M. at Ithica, Mich., Feb. 28, killing Conductor J. Enright, and Fireman Wm. Farrell.

MARCH 10, two freight trains collided near Hastings, Neb., on the B. & M., resulting in the death of Conductor Grant Norton and Brakeman Miller.

ENGINEER A. LYONS and Fireman Louis Blowden were killed on the Nashville road near Vincennes, Ind., Feb. 25. The engine went through a bridge.

ENGINEER JOHN COWAN, Fireman Harvey Galehouse, and Brakeman Ed Miller were burned to death in a wreck on the P. Ft. W. & C. at Lakeville, Ohio, Feb. 3.

FEB. 25 two freight trains on the L. E. & W. collided on a curve at East Peoria, Ill. Brakeman John Benjamin was instantly killed, and Brakeman Hall had one leg cut off.

A TRAIN on the narrow gauge railroad, near Washburn, Wis., ran away, March 5, while going down a grade. Tom Walters, engineer, and Wm. Carleton, brakeman, jumped, and both were killed.

Correspondence.

Announcement.

This is the last of the Departments that will be added to the JOURNAL at present. Until things get to running more smoothly we haven't time to attend properly to those now in existence. This part of the book is open for any opinion or discussion touching Brotherhood interests. To secure space here it is not necessary to pay the editor a compliment nor to endorse his position on anything. A "kick" will go into type just as promptly as something more encouraging. The editor will not, of course, be responsible for any opinions held by correspondents. We believe in the utmost freedom of speech, and that such a department is a necessity of the times.

WASHINGTON, IND., Feb 19th, 1890.

EDITOR JOURNAL:—In the advertisement of pin No. 11, in the current issue, there is added to the name of Mother Jones's Pride, "A name suggested by her." I beg to correct this statement, as an inference may be drawn that I was anxious for notoriety. Bro. Rhinehart sent me over a year ago a fine horseshoe pin with bar, as per No. 11, and it was at his suggestion that I would name the pin that I wrote him to name it as above. My name was well known among railroad men and their families before the advent of the B. R. B. JOURNAL or the emblems named for me. Please do me the justice to give the above space in your JOURNAL and oblige,

MRS. HENRY B. JONES.

He Approves the Beard Order.

EDITOR JOURNAL:—I'm a railroad employee and take a great interest in your JOURNAL, and I've noticed your articles and the comments of newspapers on that famous Beard Order. Well, it did seem insolent and unreasonable to me at first thought, but I have debated the question in my mind and have concluded you are a little too severe or extreme. I've heard several speak of this and all coincide with your views. Still it is childish to kick just because we have copper-toed shoes, and if we look at it on all sides I believe there is some reason in it. There is no doubt but the rule in question was gotten up with good motives and to impress the idea of cleanliness and uniformity. I know most men take a pride in proclaiming their relation to our cousin Esau, but when it comes to as trivial a matter as being shaved, I think we can afford to consult the wishes of our employers. I appreciate the fact that a man's face is different from the scalp for the reason that it (the beard) will grow again, and though system and discipline may be unpleasant to some it is sound principle, and we surely do wrong to borrow trouble about a thing of so little importance. However, one concession from the railroad company would be just in this case, and I suppose they would expect to meet that, in keeping a first-class barber on salary to do their work. Now I think I'm jealous enough of my rights as a free American citizen, and shall manfully resist any infringement on the inheritance which our noble forefathers guaranteed us. But would we not honor them more to use a little more discretion? I'm sure it is more in imitation of them to have justice as our standard. I don't mean this as a criticism of anybody, and don't claim to be infallible myself. But if express companies and the managers of mail service can lawfully dictate what their employees wear, then why can't railway companies make such suggestions as are not denied by the law? It is surely to the advantage of railway companies to have neat, respectable men to do their work, and I fail to see

anything degrading or humiliating about shaving. It would be such a blessing to the young coach brakeman too, as all eating stations are not supplied with a mustache cup, and this would save the bother of cleaning the buttermilk off of that dear pet and save much valuable time, which as every man knows is everything on a train. Now again, a beard is something we can't have uniformly, but we can all get shaved. We must admit that a man looks neater and can keep cleaner without a beard, and if you will pardon me I will further say: I think a beard of any kind decidedly indecent, and that I admire the man who formulated the Beard Order.

Very respectfully, S. C. YANDELL.

A DIFFERENT OPINION.

EDITOR JOURNAL:—I am delighted with the marked improvement in the TRAINMEN'S JOURNAL since you became editor and voice your sentiments. You cannot speak too harshly of the cowards who kneel and crawl and cringe before that would-be enslaver of human liberty and mankind—Corbin. (This name does not deserve a capital letter.) The man who casts aside his manhood, his individuality, for the purpose of "standing in" should be shunned and treated as a "scab," for all he lacks of being a real one is the opportunity. It is strange to me that the hereditary desire for liberty is not better shown in America. We should not forget that our fathers or forefathers showed their courage, principle and manhood by fighting for freedom. I would be ashamed to show my face if I thought the people would remark as I passed by: "There goes one of Corbin's shaved serfs." You are in the straight and narrow path, and if your advice is taken we certainly will reach the promised prize—a fair allowance for a fair day's work. I long for Federation. I would open the doors to all labor organizations. Federation alone will do away with strikes.

F. T. WATSON,
Springfield, Mo.

Master 187.

EDITOR JOURNAL:—January JOURNAL just at hand. Considering the difficulties attending the change from the old to the new order of things the January number is very good indeed, and indicates that henceforth the JOURNAL will be what the sixth annual convention intended it to be—a publication to be proud of. My brothers throughout the country, let us now give the editor all the assistance that contributions and new subscribers can do toward making our JOURNAL a first-class magazine.

Salt Lake Lodge No. 68 lost 20 per cent of her membership Jan. 1st. It seemed impossible to make a number of our members understand that they must pay their dues in advance or submit to being expelled. But it is best so. We have yet a good membership. A grand ball is on the programme for Feb. 27th. Regular invitation in due time.

The Southern Pacific company has experienced an unusually hard winter on its Central Pacific line. For fifteen days just past they were unable to get a train through, on account of snow. Modern appliances and machinery, such as rotary plows, and a Cyclone plow were brought into use by the company, but the unusually heavy snowfall, followed by snow slides, storms and caving in of snow sheds, made it impossible to keep the road open. Several lives were lost in the battle with the elements. On the Salt Lake division a snow plow (of the kind pushed ahead of engines) pushed by four ten-wheel engines was derailed Jan. 26th, and fireman Liff was killed and engineer Stokes badly, but not fatally scalded. The road is now open and traffic, which was almost at a standstill, is beginning to resume its usual shape. Business has been good all winter, and we look for it to increase soon.

R.
Ogden Utah.

The Brotherhood.

THE financier of No. 319 calls for the address of Bro. Ed. Roach.

BRO. E. E. ANDREWS, of No. 320, reports the theft of his travelling card issued by No. 184.

W. J. BRYANT writes that the ball of No. 179, at Pittsburg, on the 21st, was very successful.

"A BRAKEMAN'S WIFE" writes a very good letter from London, Canada, but it gives no name.

BRO. W. H. RUSSELL, No. 1032 Page St., San Francisco, Cal., calls for the address of Bro. Benj. Drury.

"JUDGE" writes from Columbus of an interesting meeting there in February but does not give us particulars.

A NOTICE has been received that A. Kruse was wrongly reported expelled from No. 143 for non-payment. He was not expelled.

BRO. McCOMBS, of No. 278, writes that the Y. M. C. A., of Marshalltown has opened a railroad men's reading room, which is much appreciated.

DON'T fail to read the cash premium offer in this department of the JOURNAL. If you do nothing more you can at least secure a splendid magazine.

SUCH a large number of contributions for this part of the JOURNAL have come in the past month that a good many are obliged to lie over until the next issue.

A CORRESPONDENT of West Bay City, No. 147, writes of the promotion of six members who are now running log or ice trains, that being the chief traffic in that country.

WHEN sending papers or magazines to the JOURNAL always mark articles to which attention is called. Unless this is done there is small chance of it ever being found.

WE are indebted to Bro. Rafferty for a letter from his section reporting No. 176 in a flourishing way, and regret that our limited space and its length prevent full publication.

BRO. JUDD writes from No. 96 that although having supplied charter members for two other lodges, they are in good condition. He reports Brakeman Mansfield killed in February while switching.

BRAKEMAN J. C. CRAWFORD was reported (in February number) killed in a wreck near San Antonio, Texas. Later advices prove this to be a mistake. He was badly injured but is recovering.

WE are indebted to some unknown friend for several copies of English newspapers. Please write your name on the margin of papers when sending anything to this office. The postal law allows this.

BRO. GEO. W. SPRINGER, who recently received payment for total disability, writes from Indianapolis that he has purchased a cigar store. He should do a good business under such circumstances.

NOTICE is received that there is an error in the list of expulsions appearing in January, and that P. O'Tool, of No. 235, should read for selling intoxicating liquor and non-payment of dues, and not for deserting family.

A CALL for a convention of sea-faring men, both sailors and firemen, has been issued for April 14, the assembly to convene in the Common Council Chamber, City Hall, New York City. The circular reached us too late for notice in the editorial columns, and desiring to give it as much publicity as possible it is mentioned here.

BRO. AGEE, of No. 280, writes that a union meeting was held at Big Springs in February, in which Vice Grand Master Slattery, Bro. Wright, Fireman Nelson and Engineer Hadlock made addresses on the subject of Federation.

BRO. LABE, of No. 317, writes that a very successful union meeting was held at Berwick, La., in February. Bro. T. T. Slattery espoused the cause of Federation and was listened to by a goodly number of O. R. C. men, and also firemen and engineers.

PERSONS sending in subscriptions and desiring charts as premiums must state it that way. Many who have the chart are sending in names and we can not, of course, decide who wants them and who does not. No charts are sent unless the letter calls for them.

WE acknowledge with thanks invitations and complimentaries to the following balls: No. 135, Omaha, Neb., March 17; No. 76, Winslow, Ariz., March 17; No. 23, Elkhart, Ind., Feb. 21; No. 329, Belvidere, Ill., Feb. 21; No. 46, Hannibal, Mo., March 17; No. 331, Colorado City, Colo., March 20.

A REPORT comes from California that some members still predict trouble for the Brotherhood because the name was changed to Trainmen. There is certainly nothing to warrant the assumption outside the personal feelings of the few who are displeased with the change. We do not think a single argument against the change can be successfully maintained, but these columns are always open to those who hold a different opinion.

SOMETIMES we get an abominable article accompanied by an imperative order to insert it, and a hint that an editor who would reject it don't know enough to eat. And sometimes we get a splendid article, well written, sensible, entertaining and valuable, and accompanied by a note saying that if the editor can use it, or a part of it, very good; and if not no offense will be taken. The man who first said "true worth is modest and retiring" was probably an editor.

WHEN members persist in ignoring the plain instructions on the first cover page, it not only causes a great deal of extra work in this office, but also delays the JOURNAL reaching the members. If you do not say where you have been getting your mail it is necessary for us to write and ask you before sending your JOURNAL to the new address. If this is not done we would be sending two JOURNALS to the same person at two different points, and there are scores of such cases.

BRO. DAUGHERTY, of No. 298, hands in the following:

"Would like to have the secretaries of subordinate lodges whose members are working for the Southwest system, correspond with R. J. Graham, No. 2200 Randolph street, St. Louis."

THE oddest thing we have received in the way of an invitation is written on an imitation train order manifold, and aside from the opening and closing forms reads as follows:

You may use the Floor of the K. P. Hall until 4:30 a. m., keeping yourself well protected against Parties of the Same Class, coming from both directions. Do not pass the entrance of the K. P. Hall unless the Reception Committee of the Brotherhood of Railway Trainmen are there. You may have until 8:30 p. m., Feb. 27, 1890, to make K. P. Hall, Ogden, Utah, for the Grand March of the Third Annual Ball of Salt Lake Lodge No. 68, of the Brotherhood of Railway Trainmen.

Subordinate Lodges, Attention!

This notice is for every member. Has your lodge a regularly elected JOURNAL agent? If so, is he attending to business? If he is not, why don't you put in another man? The JOURNAL is now getting things into good shape to run smoothly. The overwhelming amount of work caused by compiling a personal address list is now well toward completion and the editor is getting himself in shape to "size up" the business situation. The JOURNAL desires to leave nothing undone to place it in the front rank of labor papers both from an editorial and business stand point. We can not do this without good agents. There are a great many lodges which either have no agent or have one who takes no interest in the work. Will you not look after the matter in your lodge?

We have just finished opening a heavy mail and have found among the remittances for subscriptions eight letters containing cash. These letters were not registered. This manner of sending money is a common one and there is seldom a mail that does not bring in one or more such letters. On the subscription blanks are explicit directions about remitting money, but as they seem to be ignored we call your attention to a few important points.

DO NOT SEND CASH IN UNREGISTERED LETTERS. The JOURNAL will not be responsible for money remitted that way, and if it is lost you will have to lose it. The best way to remit is by express money order. The cost is but a trifle and the company is responsible if it is lost. Even a registered letter is not positively safe and the postoffice department will not refund the money if your letter should be destroyed in a wreck or captured by train robbers. Where you are doing a fair business a good way to remit is by bank draft and when you are doing a regular business with the bank the exchange will cost nothing. A little care in such matters may save you some money.

Several members have written to suggest that it would be a good idea to show on the caboose or way-car on the JOURNAL's title page some better equipments than are represented. Some suggest that the Janney coupler and the air brake be shown at least.

These suggestions are very appropriate and we agree with them in part. The air brake at least, should be shown. As to the coupler, is it wise to give any particular one the preference? Would it not be more consistent to show the public the old man-killer, the very sight of which is an argument against it, than to endorse something that may be a long way from what is desirable?

Some one may wonder why it is that we agree with the progressive ideas held by our correspondents but have not put them into execution. Because it was impossible. What was meant for a car on the old cover might have been a street car or a canal boat. It certainly looked as little like a way-car as either of them. When we designed the new cover it was intended to have things natural, if nothing more. To secure this

result the caboose was photographed just as it stood in the yards. The title page is not entirely satisfactory but it will have to do for the present. Sometime there may be an opportunity to substitute something better. Meantime suggestions are always in order.

WRITING of the chart that can be had free and post-paid by sending one subscriber to the JOURNAL, Bro. T. M. Wamsley, of DeSoto, Mo., says:

I received my chart in due time and am pleased to say that it is all and even more than I expected in regards to its design and general appearance. It makes a handsome ornament for the home of any Brotherhood trainman. It is a much finer and more artistic specimen of workmanship than the old style, and is well worth its price to any trainman desiring to keep fresh in his memory the old and original name of the Brotherhood.

The Trouble Explained.

The following is a verbatim copy of a dispatch sent to the Chicago Tribune, and signed by the Grand Officers and Board of Grand Trustees:

GALESBURG, ILL., March 13, 1890.

Editor Chicago Tribune: In the morning Tribune we notice that your reporter in giving an account of the trouble at the Trainmen's headquarters, says:

"Jumper has reiterated his charge and defied O'Shea's friends. The Grand Officers outside the board of Grand Trustees are partisans of the late Grand Secretary and as pretty a row has been stirred up as one could find in many a day. If it does not disrupt the Brotherhood the society will be in great luck."

This statement gives the public a very erroneous idea of the real difficulty. There is no war between the Grand Officers and the Board of Grand Trustees, nor is there the least ill-feeling. There is no "row" here at all and not the slightest possibility that any disruption can occur. We wish to state publicly that it is simply a matter between individuals and nothing that will call for any official action on the part of either the Grand Officers or the Board of Grand Trustees. At the time of the settlement the Brotherhood received every cent of its money and therefore whatever else remains to be considered lies entirely between plaintiff and defendant. We regard the report that there is trouble between the Grand Officers and the Board of Grand Trustees as a statement liable to do mischief, and desire to say publicly that perfect harmony prevails among us.

(Signed) S. E. WILKINSON, Grand Master.
W. A. SHEAHAN, Gr'd Sec. & Treas.
CHAS. SALISBURY, Chairman, Board of
CHAS. W. FLANDERS, Sec'y, Grand
JNO. C. GLENN, Trustees.
JNO. O'ROURKE,

Resolutions Against the Link and Pin.

Some one has sent the following clipped from a paper not named. As we regard all discussion on this subject as important we reprint it entire and hope it will call out further arguments :

The railroad employers who are urging upon railroad commissioners and managers the adoption of any safety draw-bar, or method of coupling cars by the link and pin method, were handled without gloves at the meeting of Lodge 97 of the Brotherhood of Railroad Trainmen in Ancient Landmark Hall yesterday afternoon.

The motive of the men who had recommended the safety coupler which called for a continued use of a link and pin were questioned somewhat, as it was claimed that one concern had intimated that it was worth \$20,000 to the trainmen's organization if it would indorse the safety draw-bar recently indorsed by the Steam Railroad Men's Protective Union.

"What is wanted by trainmen," said officers of the lodge, "is an automatic coupler that shall do away with the necessity for men to step between freight cars in order to couple them. The 20,000 members of this organization believe that the trainmen in the freight service of this country should be given as much protection as is given the men engaged in the passenger service, and this organization will protest against any body of men asking for a continuance of the old link and pin system of coupling which obliges men to step between cars in order to couple them. Slipping on the rails or sleepers, getting caught in switches and the giving away of the deadwood are causes of many accidents. The mere danger to fingers through the actual coupling of a car accounts for but a small number of the accidents. This organization pays out \$25,000 per month for accidents occurring through the causes stated, and it is believed that the Brotherhood of Railroad Trainmen should be given a voice in the matter of draw-bars."

At the conclusion of the discussion it was voted to condemn the Safford safety draw-bar and all other draws not automatic, all link and pin methods of coupling cars, and all appliances which rendered it necessary for railroad men to step between cars in order to couple them. A death benefit of \$1,000 was paid, new members were initiated and several applicants were referred to a committee of investigation.

Much Ado About Nothing.

It would surprise some people to know what little things are picked up sometimes and magnified into matters of all but criminal offense, and to see with what promptness and vigor some people jump onto an innocent person and give him a few sound kicks before he has a chance to say anything at all. If people would be sure they are right before they go ahead there would be more justice done, to say the least of it. The following correspondence so fully explains itself that it will be easily understood:

GALESBURG, ILL., Feb. 12, 1890.

P. M. Arthur, Esq., Cleveland, Ohio.—Dear Sir: Bro. S. E. Wilkinson returned from Cincinnati yesterday and referring to his meeting with you said that you had informed him that I had sent notice to the "Engineer's Journal," that an exchange was no longer desired. I hasten to assure you that the whole thing is a mistake, and came about as follows:

Two copies of the JOURNAL have been coming to this office ever since I took charge. One was addressed to our office direct, and the other was addressed to the "Railroader," at Rock Island, Ill. The "Railroader" was converted into the BRAKEMEN'S JOURNAL about three years ago and moved to this city, and considerable mail is still forwarded to us which has been addressed "Railroader." This matter we are endeavoring to have changed and avoid going to the window every day to pay the C. O. D. postage, as it is a great annoyance. I therefore instructed the postmaster to send notice that the copy sent to us via Rock Island should be discontinued, as another copy was coming to us direct.

I have talked to the postmaster and he maintains that this is just what he did. I also beg

leave to state that the idea that I wrote the JOURNAL to discontinue is a mistake, as I did not write at all but asked the postmaster to have change made.

I regret exceedingly that such a serious misunderstanding should have arisen between the official organs of the two organizations. I also feel rather keenly the construction put upon my motives. I have never said or written, to my knowledge, a single word that would warrant the assumption that I would do so unreasonable a thing as refusing to exchange. I have always held the Brotherhood of Locomotive Engineers, its officers and members in great esteem, and there is no possible reason why I should be suddenly seized by a desire to assume a hostile position toward them.

Hoping to hear that the mistake has been made clear and that the JOURNAL will continue to come as before, I remain

Yours fraternally,

L. W. ROGERS,
Editor Trainmen's Journal.

CLEVELAND, O., Feb. 15, 1890.

L. W. Rogers, Esq., Galesburg, Ills.—Dear Sir and Brother: Yours of 12th Inst at hand and noted, and as Bro. Arthur is out of the city I will reply.

Your explanation is perfectly satisfactory and I assure you there is nothing but friendship and good will in our hearts for you one and all. We shall take pleasure in putting your JOURNAL on our exchange list again and will send you February number at once. If you failed to receive January drop us a card and you shall have it without delay. Yours fraternally,

T. S. INGRAHAM, F. G. E.

MISSOULA, MONT., Feb. 28, 1890.

S. E. Wilkinson, Esq., Grand Master B. R. T., Galesburg, Ills.—Dear Sir and Brother: At a regular meeting of T. J. Sheahan Lodge No. 233, held February 23rd, 1890, a committee was appointed to write you a letter asking for an explanation why Bro. Rogers refused to receive the exchange of the Brotherhood of Locomotive Engineers. If he has done so, he is not voicing the sentiments of the members of B. R. T. The B. L. E. men are our best friends in the west, and if Bro. Rogers has any personal feelings against the B. L. E., he will not use the B. R. T. as a means of helping him out.

The engineers in this country consider it an insult and feel sore about it. This course cannot be anything but detrimental to us, and the delegate from this lodge next convention will be instructed to work against all such theories and practices. Please send us a decisive answer and oblige. Yours fraternally,

GEO. W. NEWMAN, } Com.
M. OUGLIINN, }

How much prejudice this matter has created and how many "cussings" we have got for something we never did, it is impossible to know. We have no complaint to make against this committee calling for an explanation, but we consider their methods decidedly ungracious, if nothing more. When such a rumor had reached them why did they not wait until they learned its truth or falsity before taking it for granted? They at once proceeded to suppose a case. They formed a theory of guilt and proceeded to declare: "If Bro. Rogers has any personal feelings against the B. L. E. he will not use the B. R. T. as a means of helping him out." The committee must agree with me that such an assumption is an insult. Nobody but a consummate villain

would do what they assume that the editor did—use an official organ of a labor organization to gratify personal malice. Suppose a man should step up to the committee and say: "If you have any personal intentions on that merchant's cash-box you can't use me to help you out!" How would the committee feel about it? They would be insulted. They would think their motives had been accused without any cause, and that it should not be taken for granted that they were rascals as a matter of course.

Why did not the committee simply ask the Grand Master if there was any truth in the report and wait for the answer before they presumed anything? Instead of doing so however, they proceeded to formulate instructions for a delegate to the next annual convention. Eight months in advance they prepare to meet and offset the villainy of which they assumed the editor to be guilty! But why should they entertain such a notion for a moment? Is it in harmony with anything we have ever said or done? Will the committee be kind enough to point out a single line we have ever written or a word that we have uttered that would correspond with such a policy? If they are acquainted with the labor movement in the past (and they ought to be) they know that when the engineers sorely needed help they got it from the man whom the committee finds guilty without a trial, and got it without price or condition. However little may have been the value of that assistance it was given cheerfully, nay eagerly, with the belief that the interests of organized labor were at stake and that it was a time for every man to speak his convictions. Do the sentiments expressed during that long and memorable struggle between labor and capital exhibit a narrow-mindedness that would warrant the committee in presuming us guilty of refusing to have anything to do with the engineers' order, or were they such as to render such an assumption a gratuitous insult? Let the facts be stated. That we may not be accused of framing new sentiments for the occasion we will quote from printed reports of speeches which were reported, printed and circulated at that time (spring and summer of 1888) by various divisions of the B. L. E., and several hundred of which are still in our possession. All classes of labor were represented in the audiences.

At Council Bluffs:

"There is another class of men I want to talk to and some of them are here to-night. They belong to that faction which, remembering the petty jealousies of the past, allow personal dislike to overshadow the principle involved in this struggle. I ask you to remember that this is not a quarrel between a brotherhood and a corporation, but a struggle between labor and capital which involves a principle of justice. Labor refuses to be a slave—to accept in silence what is offered. She demands a right to a voice in fixing wages, and whether success or defeat is the result depends upon the loyalty of the toilers. We must lay aside the jealousies. We must forget that we are conductors or brakemen

or switchmen or enginemen, and remember only that we are fellow laborers."

At Kansas City:

"And further, I urge you to come to the assistance of your struggling fellow-men. Don't stand aloof in the hour of Labor's distress. Let your opinion be known. Don't hesitate when we need your moral support. Don't let trifles interfere. Don't, I beg of you, allow the jealousies of the past to cloud your sense of justice. Don't be afraid of what a company can do. If it discharges you for your independence it is the highest compliment you can receive. Better to be discharged for being right than made manager for being wrong. You can't afford to hold a position that costs your self-respect. You can't afford to trade your manhood for anything a company can give. These men may have made mistakes in the past. Let it go. Let us be sensible enough to forget and generous enough to forgive. If you allow malice to overcome your sense of justice you are an enemy to labor. This is a struggle for the rights of organizations, and the only way to win it is to work for the common good of those who toil."

At Plattsmouth:

"I tell you that Labor can never rise until she rises upon the wings of fraternity. From her own ranks must come the motor power of progress. Just so long as we quarrel among ourselves failure and defeat will be the result. But when we are wise enough to fling prejudice aside—to rise above personal hatred—to rally to the assistance of whatever is for the common good of labor as a whole, then will success come to us, and never before. When Labor has thus conquered herself, she will command confidence, be treated with respect and given the consideration that sensible conduct merits."

At Denver:

"Labor must win by an appeal to reason or never win at all. It must be indorsed by public opinion. Give us your moral support. Give us the benefit of your honest opinion. There is no half-way ground. You must be the friend of Labor or else her foe. Let your generosity blot out the quarrels of the past and help to win the victory now. It will be a noble thing to do. It will not be celebrated by any great demonstration. There will be no tinkling cymbals—no beating of drums. No stately procession with martial music and flying flags. But the people will know that you placed principle above prejudice, and wherever are found the strong arms and loyal hearts of labor you will be remembered as the men who supported a cause based upon the eternal principles of common justice."

The quotations could be multiplied, but we simply desire to show that the committee assumed an outrageously unjust position—a position **AT WAR WITH EVERY FACT THEY CAN NAME**. We challenge them to produce one line or word in harmony with their theory. The probability is that they have been imposed upon by some designing person and tricked into doing a very unreasonable thing.

The committee also sends a document on another subject but handled much like the first. We are just as guiltless in the one case as in the other. But it is a delicate subject and through respect for the feelings of other people we have silently endured the grossest misrepresentation for the past three months. We trust that such things will be discontinued before it becomes necessary through sheer self-defense to state the facts.

The Following is a Statement of Claims Paid in the Month
of February, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
740	Mrs. Elizabeth Farley	Groveland, N. Y.	\$ 1,000 00
741	Mrs. Nora Hutcheson	Ottawa, Ont.	1,000 00
742	Mrs. Bertie Rowden	West Plains, Mo.	1,000 00
743	G. W. Springer	Indianapolis, Ind.	1,000 00
744	John Wright	Washington, N. J.	1,000 00
745	W. A. Price	Philadelphia, Pa.	1,000 00
746	I. A. Nontell	Cleveland, Ohio	1,000 00
747	Chas. McIntire	Altoona, Pa.	1,000 00
748	S. F. Cupples	Harrisburg, Pa.	1,000 00
749	Julius Nodolski	Salamanca, N. Y.	1,000 00
750	E. E. Beach	Seattle, Wash.	1,000 00
751	Mrs. C. Artot	Philadelphia, Pa.	1,000 00
752	Mrs. J. W. Finch	Evart, Mich.	1,000 00
753	Mrs. Mary Marks	Reading, Pa.	1,000 00
754	Miss Martha Jackson	Butte City, Mont.	1,000 00
755	Mrs. H. E. Leonard	Carbondale, Pa.	1,000 00
756	Mrs. Mary Feeney	Grand Island, Neb.	1,000 00
757	Mrs. Catharine Morrison	London, Ont.	1,000 00
758	Mrs. Celia Finn	Philadelphia, Pa.	1,000 00
759	Mrs. H. A. Mellingar	Columbia, Pa.	1,000 00
760	Mrs. Caroline Malowney	Lindsay, Ont.	1,000 00
761	Charles E. Conwell	Wilmington, Del.	1,000 00
762	J. C. Thrall	Woodstock, Ont.	1,000 00
763	Mrs. Nancy Duncan	Dorceyville, Pa.	1,000 00
764	Mrs. S. Daniels	Detroit, Mich.	1,000 00
765	John A. Dennis	Philipsburg, N. J.	1,000 00
766	James Farrell	Des Moines, Iowa	1,000 00
Total.....			\$27,000 00
Amount in Beneficiary Fund February 1st, 1890.....			\$ 811 05
Amount received during month of February, 1890.....			26,962 00
Total.....			\$27,773 05
Amount paid in Claims during month of February, 1890			27,000 00
Amount in Treasury in Beneficiary Fund March 1st, 1890.....			\$ 773 06

SPLENDID PREMIUMS!

\$85.00 IN CASH.

THE JOURNAL wants to arouse its agents to greater activity. Up to this time no very large lists of subscribers have been received. A large number of small ones ranging from two to a dozen names have come in, but we want a few good ones. To secure these we have decided to offer three premiums. Not trinkets nor cheap jewelry, but cash. The competitors know then just what they are getting. In order to create a friendly rivalry that will result in some fair sized lists, the JOURNAL will pay the following sums in cash for the best lists received up to May 1, 1890:

For the best list, fifty dollars; for the second best list, twenty-five dollars; for the third best list, ten dollars.

SPECIAL: For every list of more than five subscribers we will send the *Cosmopolitan Magazine* one year free, whether such list takes a cash prize or not. The price of the *Cosmopolitan* is \$2.40 per annum and at that sum is remarkably cheap. For full description see advertising pages. All the above offers expire on May 1, 1890. No subscriptions counted unless accompanied by the cash. This contest is open to everybody from this time until the expiration of the premium offer. Will it not pay you to make a special effort for that fifty dollars? Won't it pay to "lay off" a trip or two and push the business? Suppose you only come in second, at twenty-five dollars, or even third. That is better than not to try. And if you get but one more than five names you will receive for your trouble one of the best and largest magazines published for one year free. Do something for yourself and the JOURNAL too.

GALESBURG, ILL., March 14th, 1890.

DEAR SIRS AND BROTHERS:—The undersigned members of the Board of Grand Trustees, having concluded the business of their semi-annual meeting, desire to say:

We have made a thorough examination of all books and accounts of the Grand Secretary and Treasurer, Bro. W. A. Sheahan, and find them correct and satisfactory in every particular. We also found the office had been moved into more spacious and suitable quarters, as recommended by us at our last meeting, and must say that the appearance of the office and the manner in which the business is conducted is a credit alike to the organization and to the Grand Secretary and Treasurer.

We also examined the semi-annual reports of the Grand Master; First, Second and Third Vice Grand Masters, and found them correct.

We approved the appointment of Bro. M. S. Bogert to fill the vacancy on the Board of Grand Trustees caused by the resignation of Robert McElroy.

We wish to say to all that the Brotherhood is in a prosperous condition, and that from the present outlook we predict success heretofore unexpected, if the members will give it the support it deserves.

CHAS. T. SALISBURY, Chairman,
CHAS. W. FLANDERS, Sec'y,
JOHN C. GLENN,
JOHN O'ROURKE,
Board of Grand Trustees.

In the January number the routes of the Vice Grand Masters were given and by mistake Kansas was omitted. That State was assigned to Bro. Slattery.

Grand Lodge
(OF THE)

Brotherhood of Railroad Trainmen.

April Assessment Notice—Nos. 80 & 81—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges: GALESBURG, ILL., APRIL 1st, 1890.

Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
765. *John A. Dennis.....	2	Disability	Nov. 25 1890	Left hand injured coupling cars.....
766. *James Farrell.....	13	Disability	Jan. 4 1888	Injured in a collision; right hand amputated.
767. *Frank N. McSpadden	167	Disability	Jan. 5 1889	Fell from train; spine injured
768. *Isaac Miller.....	1	Disability	Mar. 1	Right hand mashed pulling pin.....
769. *Geo. F. Snellen.....	155	Disability	Aug. 3	Fell from train; concussion of spine & brain.
770. *J. S. Holland.....	4	Disability	Nov. 16	Hand mashed coupling cars.....
771. *E. J. Gallett.....	98	Disability	Nov. 28	Left arm mashed coupling cars; amputated.
772. *F. P. Brower.....	119	Death	Dec. 5	Struck against viaduct; instantly killed.....
773. *Patrick Grace.....	119	Death	Dec. 17	Killed coupling cars.....
774. *Joseph Gallagher.....	132	Death	Dec. 21 1890	Drowned in tank of oil
775. *Wm. Rich.....	135	Death	Jan. 4	Fell from train; skull fractured.....
776. *Martin Geary.....	184	Disability	Jan. 4	Fell under train; left foot cut off.....
777. *H. C. Howe.....	65	Death	Jan. 5	Fell from train; died from injuries.....
778. John S. Wheeler.....	266	Disability	Jan. 7	Chronic hepatitis.....
779. E. Hance.....	108	Death	Jan. 7	Struck by train; instantly killed.....
780. J. J. Kirwin.....	146	Disability	Jan. 10	Left arm cut off coupling cars.....
781. Preston Kidney.....	98	Death	Jan. 10	Ran over and killed by cars.....
782. Michael Fox.....	95	Death	Jan. 13	Arm mashed coupling cars; died from injury
783. Samuel N. Woods.....	49	Death	Jan. 13	Pneumonia
784. E. E. Ira.....	217	Death	Jan. 14	Crushed coupling cars.....
785. F. B. Niles.....	182	Death	Jan. 15	Killed staking cars.....
786. Thos. McCarty.....	79	Death	Jan. 17	Killed switching.....
787. Joseph L. Billings.....	53	Death	Jan. 17	Pulmonary consumption.....
788. S. J. Johnson.....	206	Death	Jan. 21	Ran over and killed.....
789. Albert E. Murray.....	234	Death	Jan. 21	Fell from train; died from injuries.....
790. Thos. Connor	105	Death	Jan. 21	Injuries received in a wreck.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing April 30th, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of May, 1890, for every Member who has paid April dues. [See Article XIX., Constitution of Subordinate Lodges.]

Fraternally Yours,



GRAND SECRETARY AND TREASURER.



* Satisfactory proofs not filed until after March 1, 1890.

THE
Railroad Trainmen's Journal.

Vol. VII.

MAY, 1890.

{ NEW SERIES No. 5.
OLD SERIES No. 75.



SAMUEL GOMPERS,
PRESIDENT AMERICAN FEDERATION OF LABOR.
(See Biographical Sketch on next page.)

SAMUEL GOMPERS.

We place before our readers this month a very interesting portrait. President Gompers is well-known to the public and his prominence in the labor world has made his philosophical views upon labor affairs familiar to American workmen; but his face is by no means so well known. Many rude likenesses have been published in the papers, but, we believe, not a single one that was by any means accurate. It is therefore with much pride that the JOURNAL presents a portrait perfectly true to life.

There is no better key to a man's strength of character and his mental ability than the words he pens and the sentiments he expresses. From one of President Gompers' annual reports we clip the following paragraphs which portray him more accurately than may any words of which he is not the author. It is needless to comment upon clear and comprehensive statements whose force and wisdom are their own eulogy. Speaking of the wonderful power of organization he says:

"Wherever the working people have manifested their desire for improvement by organization, there, as with a magic wand improvement has taken place; wherever the working people are the poorest, most degraded and miserable, there can we find the greatest lack of organization; and in the same degree as the basis of the organization is improved, there can we see the greater improvement in the material, moral and social condition of the people."

Referring to the true principles of unity he says:

"As a rule, the most intelligent working-men can always be relied upon to remain members of their organizations through prosperity or adversity. The interests of the men who have no inclination or ability or time to clearly see the benefits and advantages of organization should be made so inseparable from the union as to make it a direct and decided loss to them to sever their connection with the union. I have given this subject much attention, and I know of no better means to secure that end than to make our unions beneficial and benevolent, as well as protective."

Of practical education:

"Much has been said of late upon the subject of the education of the masses. Many self-constituted teachers presume to address the working people in so paternal a fashion as to bring about very frequently the opposite of the result desired. There is no doubt much can be taught by the leaders of thought in the labor movement; but to my mind there is more to be learned by them from the masses by mingling with and ascertaining and voicing their wants and present necessities. Let us aid the people to achieve an immediate and necessary change and they will want others. Let us keep in the line with them, and we will exhibit our intelligence, our ability to grasp the situation and deserve and earn their confidence."

On the barbarity of child-labor we have this:

"So far as the labor of children is concerned, it is the same sad story; the exploitation of the tender and young, drawn into the factory, into the shop, into the mill, into the mine and the stores by the drag-net of modern capitalism, frequently to supplant the labor of their parents; robbed in their infancy of the means of an education, dwarfed both in mind and body, what may we expect of the future manhood and womanhood of America? Apart from all material considerations, humanity and patriotism cry aloud against this great wrong of our time. I am conscious of the fact that the general Government under present conditions, can do very little towards bringing about a change in this deplorable state of affairs; but I urge upon you, as I do upon all the working people of our country, to do all that lies in your power in the various states to see that a law shall be passed absolutely prohibiting the employment of any child in any occupation until it shall have arrived at least at the age of fourteen years. I repeat what I said one year ago, "children must be protected alike from the ignorance and greed of their parents, as well as the rapacious avarice of their employers."

His position upon the strike question shows a thorough knowledge of the subject that will hardly be appreciated by the anti-striking orders. The reference to the strikes which have "failed of their immediate object" and yet won a victory is very suggestive:

"For quite a time a great deal has been said in condemnation of strikes by labor or

pseudo labor men, with which, I confess, I have no patience. It is true that no man who has given the question of strikes and the labor movement any thought can look upon strikes with favor; but to be continually condemning them is entirely another thing. To know when to strike, and particularly *when not to strike*, is a science not yet fully understood. To strike upon a falling market, or being insufficiently organized, or if organized, not properly equipped with the ammunition so necessary to a successful strike—funds—is unquestionably the height of ignorance. The story of the strikes that may have failed of their immediate objects yet have prevented reductions in wages and worse conditions, will probably never be entirely told. Mouthing condemnation of strikes, we find by experience, does not abolish or even reduce their number. As a consistent opponent of strikes, though, I do find that those organizations of labor which have best provided themselves with the means to strike have continually less occasion to indulge in them.

Mr. Gompers is described as "short and stout, with coal black hair, black moustache and grey eyes. He is an eminently practical man, and belongs to that school of unionists who believe in high dues, thorough organization, perfect discipline, sick benefits, death benefits, out-of-work benefits, traveling benefits, and maintaining an aggressive position at all times for higher wages and shorter hours of labor. His position on various questions in the convention would indicate that he believes that the executive of the Federation should not be merely a figure-head but should have such power that the work of propagating the trade union method of organization and trade-union ideas may be at all times actively carried on by Executive Council. His vote on the strike assessment proposition would indicate that it is his wish that the Federation should become a powerful and aggressive organization that should control and direct the labor movement, and should not only by reputation, but in fact, be at the head of the trade-union movement."

For a year he was editor of *The Picket* and did some very effective editorial work for organized labor. While president of the Workingmen's Assembly of New York he balked the attempt of a mob to capture that organization and displayed no small degree of executive capacity by maintaining order under the most trying circumstances and assisting to disarm the rioters who were flourishing pistols.

Samuel Gompers was born in London, England, in 1850. He attended school until ten years of age, when, through the poverty of his parents, he was put to work in a factory. After a term in a night school he was put to work at the shoe trade, but disliking it, was afterward apprenticed to learn the trade of a cigarmaker, and worked at this industry until brought to this country in 1863, and when only thirteen years old he became a member of the cigar-makers' international union and was a delegate to the first convention of the Federation in 1881, and was elected its first vice-president. At the second convention he was elected president, which position he has since held.

Federation—A Discussion.

Union Pacific Employes' Magazine:

The TRAINMEN'S JOURNAL for February invites discussion of the federation question and referring to our criticism of the Supreme Council plan, says:

"If it has a better scheme of federation than the one which proposes a strong central government it ought to give it to the public."

We have this and have been giving it to the public for the past four years, and our arguments against the Supreme Council plan have not been answered by our opponents.

If the trainmen, switchmen and

firemen are federated by the Supreme Council why is it that on some divisions they stand ready to fight each other? Is not a plan that will create federation in such a locality necessary?

Would it not have better effect in settling grievances with employers than to have it exist among the grand officers only?

The JOURNAL's editor knows of the details of that better plan, for while at Denver as a representative of the brakemen on a federation committee he assisted in perfecting the details and it was adopted by his own lodge on his report, and ordered printed for circulation among other lodges.

The JOURNAL asks us to "step into the arena with the sword of logic, and may the weakest theory perish." This is what we have tried to do, and if the JOURNAL believes we have failed it should have set us a better example than its first attempt in December when it said:

"The ideas expressed by these laws are still wandering around somewhere between the cuticle and the brain matter in the editor's skull, and will probably fool away another month in process of penetration."

Its editor complains because we replied in January, "he surely knows better." Would he wish to have that and similar remarks classed as "logic" or "argument." He proves that he "knows better" in the February JOURNAL.

We have advanced arguments in November, December, January and this issue to show that the Supreme Council has not created federation, and further, that the plan which will create federation is the one that begins in the rank and file that will build up the union of feeling there where troubles of workingmen arise, where they must be adjusted and, if necessary, fought for. No attempt has been made to show that we are wrong. We cordially invite the JOURNAL to come forward.

W. F. HYNES:

"Too much discussion on this very important subject there cannot be. The Journal's twenty thousand readers will gladly give it audience. Let it step into the arena with the sword of logic, and may the weakest theory perish." — *Railroad Trainmen's Journal*.

There is a manly ring in that sentiment. It springs from the sincerity of conviction. He that made it is capable of defending his position, nor is he fearful of opposition. He recognizes the "sword of logic" and knows how to wield it. I believe if defeated he has the courage to admit it. He is worthy of any man's steel, and is far above the degradation of the coward's weapon. That sentiment reminds me of the exclamation made by T. P. O'Rourke when his arguments were met by bigotry and billingsgate, he cried out: "a fair field and no favor." Federation must have a fair field; only its enemies deny it this right. Compared with any question that has attracted the attention of the toiling masses for the past quarter of a century, it is of paramount importance. In its presence the tariff pales into insignificance. There is a spirit of home rule in its construction that will yet make its mockers come with fawning smiles where now they offer sneers. Federation has the floor; its principle is endorsed by every labor organization in the land, though its methods of application may be questioned. It is the *E Pluribus Unum* of organized labor, as true and as direct in its mission as its greater prototype, carrying the significant fasces to inspire its councils and temper its deliberations. Federation is worthy your attention and investigation; it suffers nothing by close examination, but will come from the analysis of your scrutiny as the pure metal comes from the crucible. Federation is as practical as it is intelligible, and it is the imperative duty of every toiler to assist in bringing forward its establishment with all possible dispatch.

However, notwithstanding all this, we must make haste slowly. The destiny of this craft can easily be misdirected and sent crashing upon a shoal. A difference of opinion injures no one, and upon this subject it is apt to be of very material benefit. Based upon the great principle upon which our national existence is maintained, stands Federation.

As my name has been mentioned in connection with this matter in recent issues of the JOURNAL, the *U. P. Employe's Magazine* and the *Locomotive Firemen's Magazine*, and in language for which I feel extremely grateful, I desire to make an extract from the first published report with which I was connected; that was on January 6th, 1886. I do this simply for the purpose of being understood as I have a horror of being misinterpreted or placed in a false position:

We will give the establishment of our government as a fitting and explicit illustration of the results of Federation. Each state retains its sovereignty, its power to make laws and transact such business as may come within its jurisdiction without conflicting with the National Government or any State right or prerogative. As it is with the Government so it is with the different labor organizations; each organization can retain all their rights and privileges and have in addition the guaranteed protection of the Federation in sustaining them in a just and equitable claim. This is Federation.

In seeking this we do not wish to take any honor or prestige from any organization. We know that they have done noble service in the past and believe they are destined to do noble work in the future. If we can see our way clear to form this Federation, and we believe it is not only clear but inviting and imperative, in fact the only method we can adopt that will insure success to accomplish the desired end; that is, reducing the possibility of strikes to a minimum if not entirely obliterating them.

The power of this contemplated Federation given to organized labor is not for the purpose of intimidation or for the erection of a labor aristocracy to dictate terms or follow the whims of the inflamed imagination of individuals to the detriment of commerce, thereby placing the organization

in a false light, but that employers may better understand the men on whom the success of their business depends—for after all, the success of any business depends upon the faithful discharge of the duties of the employees—and that the men may understand their employers' and their own interests, without taking or demanding any of those rights or privileges from another that we claim for ourselves. So that when grievances or difficulties arise they can be considered and acted upon intelligently without recourse to violent measures.

Following this, crude if you please, came the systematic Federation that in its practical simplicity gives such satisfactory results on the Union Pacific. Systematic Federation is these details as applied to any system of railroads, and without the details being clearly and comprehensively stated the application of any law is impossible. Its meaning is as unintelligible and misleading as the face of a watch when the works are gone.

As one of the toilers I feel thankful to the JOURNAL for the magnanimous manner in which it has thrown open its columns for the discussion of this all-important subject. Give Federation "a fair field and no favor," and rest assured the force of its truth will be felt and admitted by every man that works for a living. The man who has not only the courage to express his opinions, but who has the spirit to defend them, is worthy of our respect. He who does not respect the opinions of others, his opinions should not be respected.

The JOURNAL:

When we wrote the challenge quoted above by Mr. Hynes we directed it squarely toward the *Union Pacific Employes' Magazine*, which had been heaping coarse abuse upon the Supreme Council and ridiculing the federation of the three brotherhoods in its characteristic vein, while declaring that no federation existed. We had no intention of throwing down the gauntlet to the public, but

we are pleased, nevertheless, to see it taken that way, for it has given us an opponent who can see the difference between rant and reason. And, after all, it makes not the slightest difference whether the attacking force be singular or plural. The JOURNAL feels about it much as Cassius M. Clay, who, in stating his position before an angry audience exclaimed: "I would fear to hurl myself over a precipice; I would tremble to plunge over Niagara; but I am not afraid to defend a principle against one or a million!" We are more than pleased that the *U. P. E. Magazine* is so fortunate as to have such able assistance—to be armed, as it were, before entering the arena, and to feel, when inviting us to battle that it could depend upon such able reinforcement; for whatever else the result may be it is now quite certain that no victories are to be easily won.

It will be observed that we have reproduced in full what the *Magazine* has to say. This is done because we are determined that nothing shall be misconstrued by the JOURNAL. The only fair way to put an opponent's arguments before the reader is to give them entire and not in brief quotations as it does in replying to the JOURNAL.

As will be seen by the first quotation in the *Magazine's* reply, we endeavored to force it to "toe the line" and get down to business by saying that if it had a better plan of federation than that which now exists—than that which gives us a strong central government—it should state it. And what does the *Magazine* say to this challenge to submit its "plan" so that it may be criticised? Does it produce the infallible plan? Not at all. It replies vaguely and evasively that it has been "giving it to the public for the past four years." We are glad to hear it. The *Magazine* does well to declare that it has

been producing arguments all this time, for there is no other way upon earth whereby its readers could have found it out. In the closing paragraph it says: "We have advanced arguments in November, December, January and this issue [March] to show that the Supreme Council has not created federation." We have those numbers before us, and failing to induce the *Magazine* to make a more definite statement of its "plan," which is said to be so much superior to that one adopted by the Firemen, the Trainmen and the Switchmen, we will proceed to argue the case on the statements contained in them, which, together with Mr. Hynes' article, gives a fair understanding of what is claimed for system federation.

As to the statements made in the *Magazine's* reply, which we quote above, there are but two: (1) That the editor of the JOURNAL assisted to develop the details of the plan in operation on the Union Pacific; (2) that if the trainmen, switchmen and firemen are federated, "why is it that on some divisions they stand ready to fight each other?" The first of these two statements (1) requires an explanation that it may not be misleading. It is true we were a representative from the B. R. B., as the editor of the *Magazine* was from the K. of L., and with a number of other delegates from our own order and various other labor organizations, had a voice in forming that scheme for the adjustment of grievances in that locality. It is also true that we took the same position we do now and reminded the meeting more than once that whatever plan was adopted for our local grievances must agree and be in harmony with the one to be presented by the representatives of the three Brotherhoods soon to meet in Chicago to formulate a national federation; that our little meeting represented

local affairs only and if we proposed something which conflicted with the national federation it would simply be that much labor to do over again. It must not be forgotten that all this was before any national federation existed; and while we could not fully agree with the details as finally settled upon by the majority, we still think that in the absence of anything more desirable local federation is better than no federation at all. But this has nothing to do with the question at issue and is referred to only because the *Magazine* puts us in a false light. The second statement (2) is the only one in the entire article that can by any stretch of the imagination be called an argument. In this the *Magazine* tries to support the declaration that federation does not exist because in some places the switchmen, firemen or trainmen are antagonistic! With precisely the same logic we might say: The North and South are somewhat antagonistic: therefore the federal government does not exist! This "argument" against national federation is a very fair sample of what the *Magazine* has been startling the world with "for the past four years." Federation will lessen the friction between organizations just in the proportion that it brings the members into closer relationship and teaches us our mutual dependence; but it is absurd to suppose that it will prevent all antagonisms and produce instant and eternal harmony. Each state pays true allegiance to the general government; but does that prevent all strife between them? Even the Brotherhood working at its best does not secure perfect harmony among its own members. It is not within the nature of things that it can. Human nature cannot be changed by passing resolutions or signing constitutions. Whenever people grow wise enough and generous enough—when experience has given us wis-

dom and wisdom makes us magnanimous—when we learn the lessons of toleration—then the little antagonisms will disappear. Does the *Magazine* pretend to say that since the immaculate "plan" was adopted in its vicinity the end of all brotherly perfection has been reached? When it produces an "argument" it should endeavor to find one that does not argue as much against its own plan as against the one it opposes.

In this discussion the *U. P. E. Magazine* and those who support it ought to take the offensive. They declare their antagonism to the Supreme Council composed (at present) of representatives of the Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Switchmen's Mutual Aid Association and Brotherhood of Railway Conductors. They set forth to the world that they have a far better plan than the one now in force and pronounce the Supreme Council a useless thing and an actual hindrance to what they are pleased to regard as real federation. It was the JOURNAL's intention to act entirely on the defensive, but it seems that neither coaxing nor challenging will induce the other side to state their case, and in order that the discussion may be brought down to something definite we will wait no longer but place the critics themselves upon the defensive. In doing this we must be pardoned for replying to everybody at once; for while we are aware that the methods and degree of the criticisms differ, the fact remains that the principle of opposition is the same.

The point in controversy, as we understand it, is this: Shall there be a national federation with a strong central government, or shall the employes of each system of roads be united in a local federation without any central controlling power?

To begin with, let us remember that federation, as proposed, is an experiment. There have been leagues somewhat similar, but never anything precisely like it in the history of organized labor. It must follow therefore, that any person or persons who should claim perfection for any one scheme, and announce their intolerance of all others, would simply be making a display of their presumption. An opinion is not an argument, and a theory is valuable only in the degree that it is the result of experience. Mr. Hynes calls attention to the establishment of our government as an example of what federation should be. Now, while we must all admit that our form of national government could be made more perfect than it now is, we will readily accept it as a standard, for it is the best in the world that actually exists and is in successful operation. But in accepting this from which to draw our plan for federation we flatly deny that system federation is in any degree a likeness of our national government, while on the other hand the scheme adopted by the Supreme Council is. With system federation there are many independent federated bodies, each the peer of the other, with positively no central power to which they are responsible. With the scheme now in force there are four independent bodies all under the authority of the Supreme Council, which answers to Congress. Mr. Hynes cites the fact that "each State retains its sovereignty." So it does, concerning internal affairs; but when it comes to national matters it does not, and is subject to precisely the same control from the congress that each organization is from the Supreme Council. What the opponents of the plan in operation most strenuously object to is that there should be any Supreme Council at all. They say it causes "centralization." It certainly does. But will they explain

why Congress is not centralization of power? Can they conceive of any possible government so vast that it embraces a continent that can be conducted without centralization? Every man who casts a ballot proclaims himself in favor of centralization, because he thereby delegates his political power to the man he votes for. The voting power of a whole congressional district is centered in one congressman, and one hundred and fifty thousand people allow him to act for them upon every question of national interest. Bear in mind the fact that the centralization of power in the United States Government is fully fifty times that represented by our present form of federation; for while each member of the House of Representatives represents one hundred and fifty thousand people, each member of the Supreme Council represents but three thousand. The people who make such emphatic protests against "centralization" and yet claim to use the national government for a model will find some trouble in explaining away this little difficulty. If our critics can show why there should be no Supreme Council they will also be able to show why there should be no Congress.

Let us now call attention to the latter part of the first paragraph of the report Mr. Hynes quotes, and of which, we believe, he was the author. It says: "As it is with the Government so it is with the different labor organizations; each organization can retain all their rights and privileges and have in addition the guaranteed protection of the federation in sustaining them in a just and equitable claim. This is federation." Every student of American history will be forcibly struck with the fact that this plan is very similar to the "Confederation of States" which preceded our present government—1781 to 1789. Although differing somewhat

in its machinery, the old Confederation of States is essentially what the objectors to the present plan of federation wish to put in force. In other words they insist upon rejecting the scheme of the Supreme Council fashioned after the present successful government, and in its place establish the model of a form that human experience has proven to be a total failure! Observe in the above quotation that there are to be as many sovereign powers as there are members of the federation and that they are to be held together by a "guaranteed protection." This is precisely what the Confederation of States was—a guaranteed protection. It possessed many of the features of our present government, but it differed in one vital point: *It lacked a strong central government.*

One of the features of the present government which the old Confederation possessed was a congress; but it was very unlike the present congress, *and had none of its power* whatever. Indeed, it was nothing but this lack of power that made it utterly contemptible and altogether worthless. Each state retained its sovereignty, as Mr. Hynes proposes for each organization, to such a degree that they were wholly free from any central power, and there may as well have been no congress at all. To establish this very important point (important because the whole question is whether there shall be one strong central government for federation, or several equal ones) we have only to quote the most eminent statesmen of those times.

James Madison says the principal deficiency was the "want of some singleness of power—a power to act with uniformity, and one to which all interests could be reconciled." He says further: "The same want of a general power led to an exercise of power separately by the states, which not only proved abortive, but engen-

dered rival, conflicting and angry relations. * * As a natural consequence of this distracted and disheartening condition, the Federal authority ceased to be respected abroad, and dispositions were shown there, particularly in Great Britain, to take advantage of its imbecility, and to speculate upon its approaching downfall."

It was, we believe, Alexander Hamilton, unquestionably the brightest statesman of his day, who set forth the contemptible weakness of the government in this lucid style: "It can make treaties but only recommend the observance of them; it may appoint ambassadors, but cannot defray even the expenses of their tables; it may borrow money on the faith of the union, but cannot pay a dollar; it may coin money, but cannot buy an ounce of bullion; it may make war, but cannot raise a single soldier; in short, it may declare everything, but do nothing."

After six years of such government, says Judge Story, "all became impressed with the fear that, unless a much stronger national government could be instituted, all that had been gained by the Revolutionary struggle would soon be lost."

From these brief quotations from the profoundest of American statesmen the toilers can afford to take a lesson and ponder it well. Organized labor stands to-day precisely where the American people stood at that time—upon a new era of human rights, ushered into existence by the pluck and courage of the people who had broken forcibly away from established customs, and found themselves facing the serious problem of self-government. They made an experimental attempt at a form of government and failed absolutely. They tried again, and avoiding the errors of the past, succeeded grandly. Why should we not profit by their experience? Why should we attempt

what they proved to be a failure? Why should we decry the system with which they succeeded, and assail the men who were sensible enough to model from it? These are the questions for the critics to answer. Let them be met fairly and squarely and answered fully and completely. No problem of equal importance has yet come before the laboring people demanding a solution. A question involving so completely the future welfare of organized labor demands that all personal considerations shall be put aside and the most earnest, conscientious effort at a true solution concentrated upon it.

A French Tank Locomotive.

(London Engineering.)

The tank locomotive for the Western Railroad of France, of which we give an engraving herewith, is one which was shown at the Paris Exhibition by the builders, the Compagnie de Fives-Lille. The engine is of a type which the Western Railroad Company has used for some years for working local traffic on lines with steep gradients, and it is, as will be seen, a six-coupled tank locomotive with inside cylinders and valve gear. Engines of this type are in use working passenger traffic on the line from Paris to St. Germain, via Pecq, which has a gradient of 35 mm. per meter ($\frac{3}{4}$ per cent.) on the line from Paris to St. Germain via Marly, where there are numerous gradients of 1 in 66.6; and on that from Paris—St. Lazare to Paris—Champ de Mars via Moulineaux, on which there are frequent inclines of 1 in 100.

As regards the line from Paris to St. Germain via Pecq, we may mention that from the date of the suppression of the atmospheric system of working up to 1886, the trains were hauled from Paris to Pecq by four-coupled engines, while the part of the train destined for St. Germain was then taken on from Pecq by

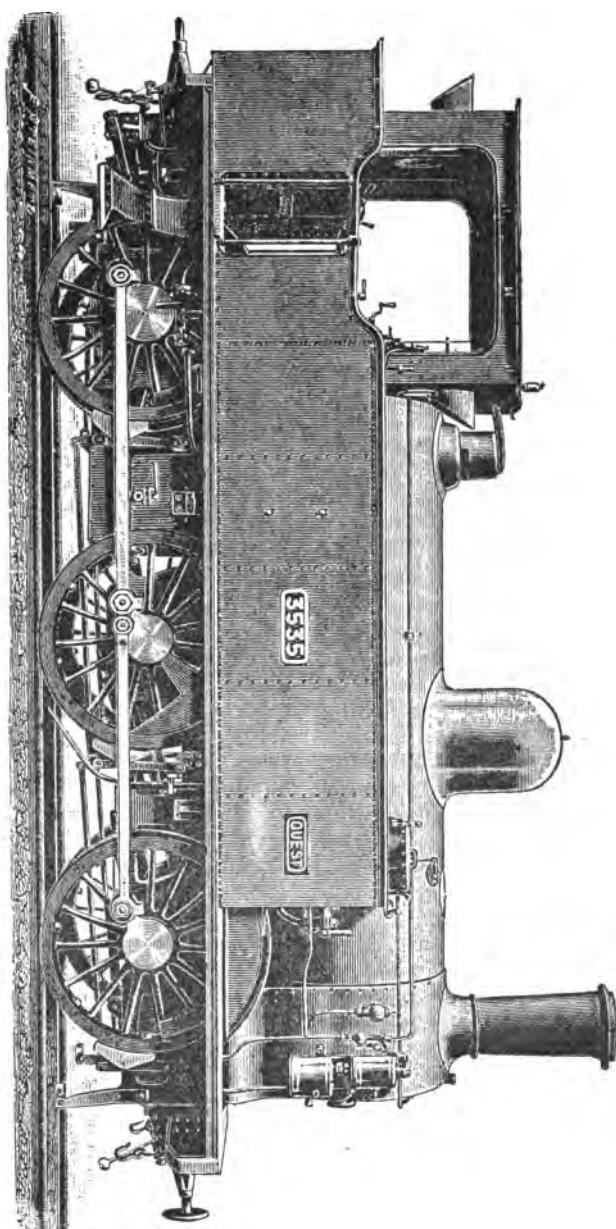
powerful six-coupled tank engines with wheels 4 ft. 3 in. in diameter. This change of engines at Pecq occupied five minutes, and moreover led to frequent delays, and this, together with other considerations—among them the desirability of running some trains between the terminal stations without intermediate stops—led to the construction of the engines now illustrated, suitable for working trains over the whole route. The chief dimensions of this type of engine are as follows:

Diameter of cylinder.....	1 ft. 4.9 in.
Stroke of cylinder.....	1 11.6
Distance apart of centers of cylinders.....	2 2.6
Length of connecting-rods between centers.....	5 8.8
Diameter of wheels.....	5 0.6
Distance between centers of leading and driving-wheels.....	7 0.6
Distance between centers of driving and trailing wheels.....	7 6.5
Total wheel base.....	14 7.1
Distance apart of frames.....	4 1.1
Total length of engine over buffers.....	28 0
Diameter of boiler barrel (mean).....	4 0
Length of boiler barrel.....	10 2
Length of inside fire-box.....	4 1.5
Width of inside fire-box.....	3 4.2
Height of fire-box crown above grate.....	4 11
Number of tubes.....	203
Diameter of tubes outside.....	1.77 in.
Length of tubes.....	10 ft. 6 in.
Working pressure.....	142 lbs.
Heating surface: Fire-box.....	81.8 sq. ft.
Heating surface: Tubes.....	989.2 sq. ft.
Total.....	1071.0 sq. ft.
Grate area.....	14.7 sq. ft.

The tanks hold 880 gals. of water and the coal bunkers 2,500 lbs. of coal. The total weight of the engine in working order is 41.5 tons, of which 13.5 tons are on the leading wheels, 13.8 tons on the main driving-wheels, and 14.2 tons on the trailing-wheels.

The boiler has a raised fire-box casing and large dome near the center of the length of the barrel. The boiler shell is of iron, the fire-box of copper (as is also the smoke-box tube plate), and the tubes of brass. The grate is slightly inclined, and the front portion is made to drop.

As in many of the locomotives belonging to the same company, the boiler is enclosed in a sheet-iron air



FRENCH TANK LOCOMOTIVE. (See Page 266.)

casing which extends from end to end over the smoke-box, and gives the engine the appearance of having a flush-topped boiler. Within this casing the sand-boxes are arranged. The boiler is fed by two No. 9 Friedman injectors, one of the delivery pipes having a branch pipe and cock to which a rubber tube with hose can be attached for the purpose of watering the coal in the bunker. The blast-nozzle is not variable, and is 5.1 in. in diameter.

The frame-plates are of steel, and are 1 in. thick. The buffer-beams are of iron, and the front one is hinged to the frames at its lower edge, so as to give easy access to the front cylinder covers. The cross-connections between the frames are fewer and less rigid than is usual in English practice in engines of a similar type. Thus the only cross-connection between the cylinders and the attachments of the rear foot-plate is that afforded by the motion-plate.

The axle-box guides are of wrought iron, and each is fitted on one side with an adjusting piece, secured by bolts. The springs for the leading and driving axles are above the axle-boxes, while those for the trailing axle are below, but are arranged so that the end links are in tension. The tires and axles are of cast steel, and the crank-shaft has hooped cranks and a bolt through each crank-pin.

The cylinders are inclined at an angle of 1 in $8\frac{1}{2}$, and are placed close together with the valve faces below, so that the valves are readily accessible. The valve-motion is of the Stephenson type, with expansion links of the box pattern, and to accommodate the position of the valves the motion is transmitted to the latter through rocking levers.

The pistons are of the Swedish pattern, and are of steel with cast iron rings. The guide-bars are single and are embraced by the cross-heads,

which are fitted with gun-metal wearing faces. The piston-rod packing is metallic, of the Duterne pattern. The eccentric straps are of gun-metal, and the reversing-gear is of the screw type. The coupling-rods are of steel, and their ends are fitted with solid bushes.

The water is carried in a pair of wing tanks, and the coal-bunker extends across the rear of the foot-plate, as shown. The engine is provided with a hand-brake acting on all the wheels, and it is also fitted with the Westinghouse brake, the air-cylinder for which is arranged beneath the foot-plate.

Around the World.

"A Flying Trip Around the World," is unquestionably one of the finest things which appears in the literary world for 1890. In the April number of the *Cosmopolitan*, Miss Elizabeth Bisland, who made the twenty-five thousand mile trip in seventy-five days, begins her account of the famous journey. The literary treat that is in store for the readers of the *Cosmopolitan* can be appreciated by the reader who peruses the opening pages in the April number. If Miss Bisland continues to write as charmingly of foreign countries, and to draw such vivid word-pictures as she does of the trip across our continent, her sketches of other lands will be of absorbing interest. One thing about her work that gives an inexpressible charm is the bright, airy, half-humorous style in which she writes. Another commendable thing is that she describes everything accurately, truthfully, and calls them by their real names. We regret that we have but enough space to give our readers a mere glimpse of the opening article, which, by the way, is finely illustrated with numerous photo-engravings:

"Our speed through this part of the country was terrible. Five hours

away from Ogden we were two hours and a half behind the time set for our arrival there. Some three-quarters of a million hung upon our reaching there promptly and getting the track clear for ourselves beyond it, not to mention many other important considerations that could scarcely be reckoned in figures, for a great government contract for mails would be either lost or won by morning. A certain engineer, whose name was Foley—or words to that effect—was telegraphed to meet us at the next stop. He was a gentleman of Irish extraction who labored under an entire absence of physical timidity—and who remarked with jovial determination as he climbed into the cab that he would “get us to Ogden—or Hell, on time.” Several times during that five hours ride the betting stood ten to one on the latter goal, and Hades was hot favorite. The grade at this part of the road has a descent of 93 feet in a mile and the track corkscrewed through gorges and canons with but small margin between us and destruction. To these considerations Mr Foley was cheerfully indifferent, and pulling out the throttle he let the engine have her head at the rate of sixty-five miles an hour. The train rocked like a ship at sea, and sleepers held on to their berths in terror, the more nervous actually succumbing to *mal de mer*. The plunge of the engine, that now and again whimpered affrightedly in the darkness, could be felt through the whole train, as one feels beneath one the fierce play of the loins of a runaway horse. From the rear car the tracks were two lines of fire in the night. The telegraph poles reeled backwards from our course and the land fled from under us with horrible nightmare weirdness. The officers of the train grew alarmed and ordered speed slackened, but Mr. Foley, consulting his watch, regretted with great firmness that he could not

oblige them. One man rolled in anguish of terror on the floor; and the General Manager, engaged in a late game of whist, regarding the sufferer with sympathetic interest as he took the odd trick with the thirteenth trump, remarked that it was such episodes as this in American life that made us a nation of youthful grayheads.

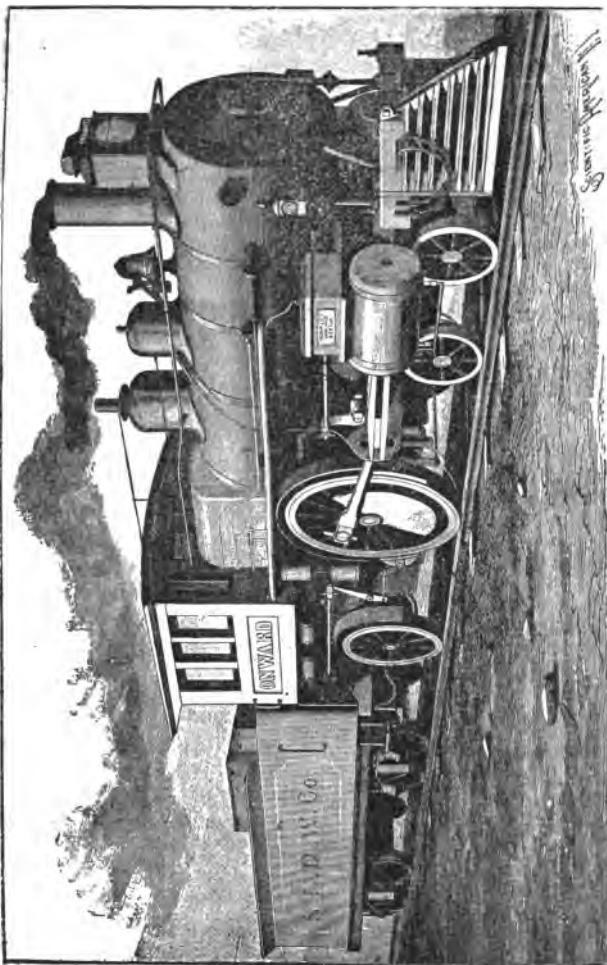
“We arrived in Ogden on time. Mr. Foley dismounted with alacrity from his cab, remarked that these night rides were prone to give a man cold, and went in pursuit of an antidote behind a swinging Venetian door on the corner, and we saw him no more.”

New Type of Locomotive Driving Wheels.

[*Scientific American.*]

We illustrate in the present issue a locomotive that has recently been placed upon the tracks of the Central R. R. of New Jersey. The engine was built to demonstrate the efficiency of the Swinerton driving wheel. The wheel offers a radical departure from theories hitherto followed. The Swinerton wheel is polygonal. It is claimed that by substituting for the cylindrical surface of the driving wheel a many-sided prism greater traction is obtained.

The engine was built by the Hinkley Locomotive Company for the Swinerton Locomotive Driving Wheel Company, under instructions to spare neither labor, skill, nor expense, but to make the best engine possible. On the first of December, 1887, the engine was finished. It was built for high speed passenger service. Its general data are as follows: Weight of engine, 45 tons; weight on drivers, 32,000 lb.; drivers, 5 ft. 6 in.; trailing wheels (self-adjusting for curves), 42 in.; treading truck wheels, 36 in. All wheels except the drivers are of wrought iron. Cylinders (with Richardson slide valve) 18 in. by 24 in. The boiler



HIGH SPEED LOCOMOTIVE—POLYGONAL DRIVERS. (See Page 289).

is of steel with 90 in. by 42 in. grate and 220 $1\frac{1}{4}$ in. tubes. It carries 150 lb. of steam. The engine is fitted with Westinghouse automatic and with vacuum brakes, and has steam heating apparatus for warming the train. It has a water scoop for taking water from a track trough.

The principal feature of interest which the engine was built to illustrate is its driving wheel tires. These are covered by patents of C. E. Swinerton, president of the company. In outline each of these represents a polygon with sides one inch long, giving about 210 sides for the entire circumference. Looking at the wheel under favorable circumstances, the sides are barely noticeable. If the light shines at the right angle upon the periphery, they can be clearly distinguished. A short straight edge, even a pencil sufficing, discloses the existence of facets by the rocking or oscillation as it passes from face to face.

The object of the polygonal wheel is to increase traction, and very remarkable results are claimed for it in this regard. Several ordinary engines have been fitted with the tire and have run for long periods in regular service. The "Onward," with a single pair of drivers, is designed to put the wheels to the severest test. The first regular work of the "Onward" was in regular service on the Boston and Maine Railroad, where for six months it pulled the Portland express, a distance of 115 miles, with six to eight cars. Previous to this commission the tractive power had been tried, and for several days it hauled 65 to 70 cars of coal from Boston to Lowell. This went to prove its capacity for handling loads usually pulled by four-driver engines.

After the B. & M. runs were concluded in July, 1889, some special tests were made. A gradient of 37 feet to the mile was selected, and the number of cars which the engine

could pull with and without sand was determined. Then the tires were turned off round and the same trials were repeated. The results as reported were remarkable, showing a great increase in tractive power from the use of polygonal tires. *

* * One very peculiar result is the comparatively little difference in tractive power due to the use of sand in the case of the polygonal wheels. The disproportion in the loads moved by the polygonal and circular wheels is very striking in both cases.

As regards practical points, it is found that the engine runs as quietly as any other. The departure from the circle is too slight to occasion any rattling. In the first experiments, wheels with 2 inch facets were tried, and even they could not be distinguished in quietness of running from round wheels. In wearing, the facets do not disappear. It is found that a flat spot upon a tire in ordinary work never wears away. In like manner, the many flat spots on the Swinerton tire are preserved. An engine which ran 60,000 miles upon the Boston & Lowell R. R. with polygonal tires wore down $\frac{1}{8}$ in. from their periphery, but the characteristic surface was preserved to the last. Since the engine has been on the Jersey Central R. R. she has been pulling a train of five cars from Jersey City to Easton, Pa., a distance of 75 miles, with 14 stops, in two hours and two minutes.

There are no equalizing levers between the trailing wheels and drivers in the "Onward," and a special pneumatic cylinder and lever is used for increasing, if necessary, the pressure upon the drivers. By admitting air to the cylinder, about 4,000 pounds additional weight can be placed, and a vertical play of about $\frac{1}{4}$ in. is possible.

Another special device is the sanding blast. Compressed air from the

reservoir is used to drive the sand under the wheels. Compressed air is also used to ring the bell, a little cylinder arranged at its side operating the crank.

The facets are produced by a milling machine. The wheel or tire under treatment is milled across once for each face, and the operation is quite simple and cheap. The future of the polygonal tire will be watched with much interest by the railroad world.

The Single Tax.

[Written for the JOURNAL.]

ED. TRAINMEN'S JOURNAL:—You do well to rebuke Professor David Swing for his brutal statement that drinking being the most prevalent vice of our age, increased pay with less hours of work would not work out the reform. "Whiskey would rejoice in double pay and eight hours of work." This shows how exceedingly unphilosophical a wise professor may sometimes be. For if higher wages and shorter time would increase intemperance then lower wages and longer hours are the true solution of the temperance problem! Take away from the laborer all the wages he now receives and make him work every hour that is not absolutely necessary for sleep, and he will have no money and no time for alcoholic indulgence. But without intending to be personal does Professor Swing spend his leisure hours in dram drinking? If not, why not? Are workingmen a separate and distinct kind of humanity, which spends all its leisure time in getting drunk?

You say, Mr. Editor, that you are unable to see how the single tax would remedy poverty. Well, look at it a minute. Farmers in Nebraska burning corn for coal, and men idle in Pennsylvania and starving for corn, with unused coal-fields all around them! Trainmen idle, who

might be engaged in transporting corn and coal between Nebraska and Pennsylvania. Idle also the many men to whom such exchange would furnish employment. Now along comes the single tax. "Use those coal fields," it says to the landlord, imperatively, "for men are perishing for coal; use them or lose them. These locked out miners want employment; and you neither made the surface of this earth, nor the coal under the surface. Pay as much to the community for keeping these mines out of use as you would pay if you were getting coal out of them. Pay their *use value* to the community; and in return we promise to remit taxes on your buildings and shafts, and everything of human production which aids you in the labor of mining."

How long would there be any lack of coal? Would not Pennsylvania yearn toward Nebraska, where farmers want to buy coal with corn? Would not the Pennsylvania miner have more to eat, drink and wear? And would not the farmer get more coal, if he got nothing else? And might there not be a surplus left the farmer after he purchased his coal to lift his mortgages gradually; and finally to turn all his capital to production on land which by reason of the single tax having destroyed speculative holdings he could get for much less than he can to-day? More capital and cheaper land for the farmer to extend his industry! Everything; fences, rails, barns, out-houses, cattle, free of tax! No land speculator to stand between the demands of the community and its answering supply. Labor free (practically) to go upon unused land. Who then could hire labor for less than labor earns? Would not all this go far toward remedying poverty? If any one has a reason to offer why it would not I stand ready to be enlightened. I feel like a celebrated

divine (was it Jeremy Taylor?) who said that if any pious and godly man should approach him with what he thought to be evidence that two and two did not really make four he would listen to him with patience.

JOSEPH DANA MILLER.

A Grand Union Meeting

Will be held in Chicago, May 20, 21 and 22, 1890, under the auspices of the Brotherhood of Railroad Trainmen, in Excelsior Hall, Haymarket Building, Madison street, near Halsted. First day's session at 1 p. m. sharp, for the B. of R. T., secret session. Second day, at 1 p. m. sharp, for the following Railway Orders: B. of L. F., B. of L. E., S. M. A. A., O. R. C. and the B. of R. T., whose Grand Lodge officers have all been invited to attend. Third day, at 1 p. m. sharp, a public meeting for the benefit of the Ladies' Auxiliary of the Brotherhood of Railroad Trainmen and visiting members and ladies of the above orders. The Gault House, Madison and Clinton streets, has been engaged for headquarters at reduced rates. Matters of grave importance to all will be discussed, and a large attendance is desired. The meeting of the third day is to end in a grand ball at Berry's Dancing Academy, cor. Washington Boulevard and Sangamon street.

By order of Committee.

C. T. HARRIS, No. 161, Chairman.
A. McCABE, No. 4.
N. S. FARRINGTON, No. 284.
C. D. COLLINS, No. 279.

THE statement of the Wagner Palace Car Company for the quarter ended December 31 last, including all the operations of the company in sixteen States and Canada, shows gross earnings, \$697,241; expenses, \$680,161; which seems to leave a rather slim margin.

Humor.

"A little nonsense now and then
Is relished by the wisest men."



PREFIX—to put before a thing.



SUFFIX: Latin, *sufficere*—to fix on, to add to the end

—*Life.*

"POETS are born, sir," he said haughtily as he rolled up his manuscript. "And I'm doggoned sorry for it," said the editor.—*Merchant Traveler.*

MARION HARLAND says that the coming woman will have her own bank account. This will prove pleasant news to the coming man, especially if her bank account is big enough for two.—*Norristown Herald.*

TEACHER (holding up in oratorical colors the horrors of intemperance), Now, boys, look at me. Why don't I drink?"

Boy (on back seat). 'Cause you aint got the price."—*Ex.*

JOHNNY—"Mamma, what's the use of keeping the whip you use on me behind the motto, 'God bless our home?'"

Mamma—"Can you suggest a better place?"'

Johnny—"Yes; put it behind the motto 'I need thee every hour.'"—*New York Herald.*

Amusing Blunders.

A contributor to *Chambers' Journal* has collected a number of amusing blunders, arising generally from a want of tact. Some of them are very good and are going the rounds of the press. The guardsman's remark to the English nobleman who was in the habit of affably conversing with soldiers, "I like you, my lord; there is nothing of a gentleman about you," offers an example of the kind. "How many deaths?" asked a hospital physician. "Nine." "Why, I ordered medicine for ten." "Yes; but one would not take it," was the startling reply. "Hello! where are you going at this time of night?" said a gentleman to his servant. "You're after no good I'll warrant." "Please, sir, mistress sent me for you sir." was the response. A gentleman said to the waiter of his club: "Michael, if I should die, would you attend my funeral?" "Willingly, sir," was the hasty answer. "Well, Michael, that isn't very complimentary." "No, sir, I didn't mane that, sir; I wouldn't be seen there, sir," was the waiter's consolatory reply.

A child may often be expected to put his or her heedless little foot in it, as the phrase goes. For instance, a youngster one day begged an invitation to dinner at the house of a friend with whom he had been playing. At the table his hostess anxiously inquired: "Charlie, can you cut your own meat?" "Humph!" said the youngster, who was sawing away, "can't I? I've cut up quite as tough meat as this at home!" People who are destitute of tact might take warning from such juvenile malaprops, but such does not often appear to be the case, judging by the numerous examples to the contrary.

A millionaire railway king has a brother who is hard of hearing, while he himself is remarkable as having a very prominent nose. Once the railway king dined at a friend's house when he sat between two ladies, who talked to him very loudly, rather to his annoyance, but he said nothing. Finally one of them shouted a commonplace remark, and then said in an or-

dinary tone to the other: "Did you ever see such a nose in all your life?" "Pardon me, ladies," said the millionaire, "it's my brother who is deaf." You can imagine the horror of the lady who had indulged in such personal remarks, yet she was no more awkwardly placed than the hero of the following: When dining at a certain castle a Mr. T—, after the ladies retired, remarked to a gentleman present that the lady who sat on his right was the ugliest woman he had ever seen. "I am sorry to hear," said the gentleman, "that you think that my wife is so ill-looking." "Oh, no, sir; I meant the lady who sat on my left; I made a mistake." "Well, sir, she is my sister."

Alluding to newspapers, it may be remarked that advertisers and unpracticed writers therein through ambiguity of words and phrases often commit absurdities that may be touched on as further illustrating our subject. A country paper once related how, "during the celebration, a child was run over wearing a short dress, which never spoke afterwards." In the description of the doings of a mad dog it is said that "he bit a horse on the leg, which has since died." An account of a funeral says: "The remains were committed to that bourne from which no traveler returns attened by his friends."

Advertisers often give us amusing specimens of composition, of which this is an example: "Lost by a poor lad tied up in a brown paper with a white string a German flute with an overcoat on and several other articles of wearing apparel."

Examples more of the "bull" genus also come under the title of this paper as cases in point. For instance, a newspaper was running a serial story called "The Truth." One week, so much space being devoted to other matters, the editor was unable to continue the story, so made the following announcement, containing perhaps more truth than any other item in the paper: "'The Truth' was crowded out of this issue on account of the press of more important matter."

A bashful gentleman who visited a school kept by a young lady was asked by the teacher to say a few words to the pupils. This was his speech: "Scholars, I hope you will always love your school and teacher as much as I do." A tableau of giggling pupils and blushing teacher attested the effectiveness of his words.

The lecturer put his foot in it as thoroughly when he prefaced his discourse upon the rhinoceros with: "I must beg you to give me your undivided attention; indeed, it is absolutely impossible that you could form a true idea of the hideous animal of which I am about to speak, unless you keep your eyes fixed on me." A certain preacher, discoursing upon Bunyan and his works, caused a titter among his hearers by exclaiming: "In these days, my brethren, we want more Bunyans." Another clergyman, pleading earnestly with his parishioners for the construction of a cemetery for their parish, asked them to consider the "deplorable condition of thirty thousand Christian Englishmen living without Christian burial." Still more curious was the clerical slip with which we conclude. A gentleman said to the minister: "When do you expect to see Deacon S—— again?" "Never," said the reverend gentlemen, solemnly; "the deacon is in heaven."

"A BATTLE must be a terrible thing," said Miss Maybell to a traveling man.

"Yes."

"Just think of the awful carnage—the revolting recklessness of human life. Did you ever witness any such sights?"

"No—not exactly. But I belonged to a football club for some time."—Ex.

ABLE Editor (to new reporter)—"There is something wrong about your account of this rescue from drowning."

Reporter—"What is it, sir?"

Able Editor—"You do not say that the brave rescuer reached him just as he was sinking the third time."—*Drake's Magazine.*

Woman's Department.

Actresses for Benevolence.



MRS. KITTY HARRIS.

We continue this month the subject of the last issue and present the portrait of Mrs. Sidney Harris, whose work as one of the "actresses for benevolence" brought many thousand dollars into the lap of Dame Charity. Speaking of her *Leslie's Newspaper* says:

"Although since her marriage Mrs. Harris has been seen on the amateur stage, previous to that event she, then Miss Kitty Brady, was considered one of the cleverest amateurs in the city. Nor was her success limited to the footlights. In recitation she

was particularly good. In plays as well as in poems, she selected serious parts in preference to light ones. She was considered the best *Jullet* among the amateurs, and as *Pauline* in "The Lady of Lyons," in which the illustration represents her, and *Lillie* in "Barbara," that pathetic tale of a blind mother, she achieved the greatest success of her histrionic career. Personally, Mrs. Harris is too well known to need description. All New Yorkers have a vivid and pleasing recollection of a slight, girlish figure, invariably clad in a tailor-made gown, and whose bright, attractive face was set off by a velvet toque of the same color as her dress. It would be a veritable pity if, as it would seem at present, Mrs. Harris were to entirely deprive the amateurs of her excellent support."

MRS. MARY LIVERMORE is said to have made a hundred thousand dollars in the lecture field.

ALL the daughters of Queen Victoria are said to be good cooks and well trained in household duties.

IT is claimed by Mr. Edward Bok, that seven-eighths of the total number of magazine subscribers of the United States are women.

MRS. CHARLOTTE SMITH is author of the scheme to impose a tax of one dollar a package upon cigarettes. Could this be done cigarettes would hereafter poison the sons of rich men only.

EVERY once in a while some member of royalty does a creditable thing. The Duchess of Albany has received a diploma as a hospital nurse, having graduated from the regular course and passed the usual examination.

JEAN INGELOW, to whom the world is indebted for some of its most charming poetry, is now sixty years old. She has written nothing for publication for many years and says she thinks her day of usefulness is past.

Two or three years ago, Mrs. May Walton, of New York, demonstrated what patience and determination can do. Edison, the inventor, spent two weeks in a fruitless attempt to discover what caused the noise on the elevated railway. Then Mrs. Walton, who has a practical mechanical education, undertook it. She persevered though ridiculed for her presumption, discovered the cause, invented a remedy and received ten thousand dollars for it.

The Gum Habit.

[Written for the JOURNAL.]

MR. EDITOR—I have read with much interest and (for a smoker) I have no doubt with considerable profit, the articles on the tobacco habit written for your columns by Fay Winwood. In some things I am inclined to agree with her but in others I disagree very decidedly. If Mrs. Winwood could exchange places with me and come to know my daily life and experiences she would better understand how I feel about it. If she could take my engine out each morning for the regular ride of one hundred and eighteen miles with a local train that makes but twelve miles per hour and commonly loses three or four hours by being "laid out," I believe she would be in a position to understand what a solace a pipe of prime old Durham tobacco is! Why, there are times when we get "laid out" on the road for a whole night, and the dinner-pail gets empty, with no opportunity to fill it and we just have to starve it out there on the siding, perhaps two or three miles from any house. Those are the times when tobacco gets to the front. Johnnie, (that's my fireman), and I fix up the cushions, fill our pipes, and smoke and swap lies so entertainingly that we don't mind the hunger much. If we didn't have tobacco to brace us up on such occasions and steady our nerves—well it would be awful. We would be quarreling before the switch was shut and grumbling all night about our luck. And by morning there wouldn't be enough of the good name of the dispatcher left to be worth mentioning. Why bless you, Mrs. Winwood, you have no idea how much profanity can be saved by a pipeful of good tobacco. It's a great moral force in the cab and saves the dispatcher's reputation in many a case.

But I want to speak in a more serious vein. Mrs. Winwood speaks very emphatically about the necessity of mothers warning their children against the tobacco habit when they are young. Now I want to talk about something that I consider quite as important, and, Mr. Editor, if you intend to place in the Woman's Department everything that is for the ladies I believe it will

entitle me to be heard in those columns. What I want to discourse about is the gum habit. The lady who pictures so distressingly the evils arising from the use of the "weed," as she calls it, cannot have been much more disgusted by the public exhibitions of its vulgarity than I have been by that of gum chewing.

Almost everywhere I go I see girls and women chewing gum—some moderately and some of them as though they felt obliged to make sixty strokes a minute. I went back to the way-car yesterday to get a fresh drink (water) while we were lying at Junction, and of the six lady passengers in the caboose five of them were vigorously chewing gum. The one who wasn't chewing was taking a short rest and was occupied in rolling a big piece of gum between the thumb and forefinger. Last Saturday I secured a good seat for the matinee and went in anticipation of having a very enjoyable time. As it happened, however, I was nearly surrounded by ladies and the smackety-smack of the gum chewers so completely marred the performance that I lost all interest in it and left in the second act. Perhaps I should mention that the gum brigade on this occasion was strongly reinforced by a number of well-dressed ladies who carried little paste-board boxes filled with caramels, which they munched during the performance. I may be making very bold to talk this way but if it will induce just one mother to warn her daughter against the gum habit in early youth I am willing to take the risk.

Last night I attended the city firemen's ball. I went early because I must leave early, as we are due to leave town at 4:20 a. m. When I entered the ball-room there were only about thirty ladies present and I noticed that the majority had brought their gum along. I stepped behind a heavy curtain where I could not be seen, and taking out a pencil made a careful count. Seventeen out of the whole number of ladies, were industriously chewing gum. And how many more were ready to go at it on the slightest provocation heaven only knows. That more of them were prepared I soon

had most convincing proof. I made an engagement with a sensible looking young lady whom I have known for a half dozen years and had every reason to believe perfectly sane. But while we were waiting a moment for the leader of the orchestra to explain something to the musicians, she opened a curious little box that hung from her wrist and invited me to help myself to some gum! I stammered out something about not being much of a chewer myself, but hoped she wouldn't mind. She didn't either. She promptly helped herself to a large quid and as the music struck up we whirled away to the inspiring strains of Adam's Best Tutti Frutti. During the three hours I was in the ball-room there was not a moment when at least a dozen ladies were not chewing gum. It was constant and ceaseless, and the dancing in no degree interrupted it. It fact it only seemed to give it zest, and several times I observed both partners in the waltz working away on their gum, their mouths flying open alternately as though keeping measure with the music, while showing thirty-two teeth and the interior of their throats.

When I began this letter I intended to be quite brief, and I now observe that I have gone rather wide of the mark, for it was my intention to show mothers, as Mrs. Winwood did in handling the tobacco habit, the necessity of early training their daughters to shun the gum box. And, Mr. Editor, if you do not consign this to the "scrap pile" (if I may be allowed to use railroad expressions) I shall endeavor in another article to set forth some of the real evils of gum chewing which in my opinion balance those of the tobacco habit, and endeavor to point out some of the dangers that are threatening the fair "daughters of Eve" who have such a natural antipathy to the weed that some of us so much enjoy.

BOGUS LYRE.

In speaking of Kate Field, the editor, a newspaper correspondent says: She is a bright, slender lady, of medium height, with brown hair, bright eyes, and a tongue that can talk two hours at a stretch and advance a new idea in every sentence.

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

MAY 1890.

FEDERATION moves grandly forward. The Brotherhood of Railway Conductors has been duly and legally admitted to the organization and form the fourth member of the United Orders of Railway Employees. Who next?

THE effective work of Hon. L. S. Coffin is something of which we have the pleasure of speaking frequently, because he is constantly adding some new success to his already enviable list of achievements. Read in this number his letter on the latest successful railway legislation in Iowa.

"LAWRENCE BARRETT," says an exchange, "began his struggle for a livelihood as a bell-boy in the Exchange Hotel, at Detroit, Mich., and he does not like to be reminded of that fact." That sentiment does not speak very well for the distinguished tragedian. To rise from the ranks by the force of your own genius is a better thing to be proud of than to have been born a king—to be placed in authority by blind chance.

THE theory that a railroad company can legally compel an employe to sign a document agreeing to "save said company harmless" from injuries received while in their service, ran against a discouraging circumstance recently at Watertown, N. Y. Martin Fahy, brakeman on the R. W. & O. Ry., brought suit for \$3,000 damages for injuries which rendered one of his hands useless. The jury was out only thirty minutes and gave the crippled employe a verdict of \$2,500.

THE National Master Laundrymen's Association is the organization that is raising a million dollars with which to make an effort to drive out Chinese laundrymen. It is charged that the Chinese laundries are owned by a trust that gets the profits; that the Chinamen in America working for it are virtual slaves and that they collect and export to China vast sums of money annually. The contest will be interesting and instructive and give railroad men an opportunity to make a practical demonstration of their belief in protection to American labor.

THE sentence of Jake Kilrain to two months in the county jail of Marion county, Miss., as the final outcome of the legal interference in the championship battle last summer, forcibly illustrates the imposing dignity of American law. It appears that the county commissioners of Mississippi have the power to sell the services of prisoners to a purchaser who gets what he can out of the contract system. Under this process Mr. Kilrain is enjoying the hospitality of a Southern sporting man, who acted as buyer, and will serve out the two months passing judgment on "fine old rye" at the banquet table. This is something of an improvement on the Chinese plan of allowing a hired substitute to take the offender's place at the whipping-post.

IN this number of the JOURNAL is begun a discussion on Federation that should arouse the keen interest of every toiler. It would be difficult, if not impossible, to over-estimate the importance that attaches to this subject. Labor is entering upon a new era, and feels half-consciously the thrill of a new, strange and mighty power. Will she be wise enough to utilize it—to grasp the prize within her reach—to use it as a lever to lift herself to noble independence? We are upon the threshold of a new experience, drifting out upon waters never before explored, and whether to float or sink depends upon our zeal or our indifference. Apathy is our worst enemy and the best friend of our foes. Every

toiler who tries to understand his surroundings becomes a factor of progress, and every one who feels indifferent is a burden to the rest. If the new power becomes a success it will be because the toilers are ready to welcome and wisely direct it. If it fails it will be because our indifference robs it of the element of success. Let every loyal laborer educate himself upon the question of Federation. Read about it, talk about it, think about it. Labor has just the same use for thinkers and statesmen that nations have.

A Brotherhood Building.

The Brotherhood of Railroad Trainmen is a powerful organization. Its arms reach out into every section of the nation and its benign influence is felt on every system of the great iron highways between the oceans. And yet it does not own a dollar's worth of property, beyond a little office furniture. It does a stupendous business, gathering and distributing millions of dollars, equalizing the losses of the citizens by accident and death, preventing the burden of loss resting heavily in any locality, and promoting the general prosperity of the great nation of which it is an important part. But the millions come and go and it owns nothing. It is one of the largest and most firmly established enterprises of the times, but it does not possess as much property as the most insignificant firm in the land. It is a component part of the nation, representing no trifling portion of the industrial wealth, but it has no home it can claim for its own, and pays to the landlord the tribute of dependency.

It is a good policy to own something; to possess a tangible part of the nation; to be an active partner in the world's property and assert to our fullest capacity our influence upon existing civilization. It is a good thing for an individual, for a firm, for an organization. The man who owns his house and premises is the best example of a perfect citizen. It adds to his independence. He becomes a real part of the community. He has a keener interest in the prosperity of the country. He owns a part

of it. He is a true and patriotic citizen, feeling the responsibility of his relation to the general government and jealously watching its legislation. It is the homes that make nations and their owners who make patriots.

All of the great insurance, fraternal and benevolent societies that have lived to become powerful have invariably still further increased their power and influence by becoming property owners. Perhaps the order of Free Masons is the most conspicuous example of this, but that very influential organization is by no means alone in this sagacious policy. Even the smallest and weakest congregation of church members generally have their own building where they enjoy the independence that such a sensible course secures. Why should not the great Brotherhood of Railroad Trainmen increase its influence and add to its dignity by owning a home of its own that could easily be made not only to pay for itself but to turn into the treasury a regular revenue?

Chats With Non-Union Laborers.

III.

In the March number of the JOURNAL we talked about one of the reasons why you should be a union man—on account of the protection it gives your family. The discussion was brief, because all that is desired is to merely make a few suggestions, to attract your attention, to set you thinking about it. If you are of the material that makes good union men, nothing more than that will be necessary; for when the sincere, earnest, thoughtful laboring man begins to meditate he will soon reach the conclusion that results in membership.

We spoke last of the financial benefits arising from membership. Let us now put the question upon a higher moral plane. The Brotherhood will bring you something that money can not. It does not matter how high your moral standard may be. There is always room for expansion; there is always the possibility of extending your

sphere of usefulness. The whole tendency of the Brotherhood is upward. It improves, elevates and refines. It enlarges your mind, broadens your views, strengthens your morals and makes you a better, manlier man. If you are already a model citizen it gives you an opportunity to exercise to the fullest degree your power for helping others.

The central virtues of the organization are benevolence, sobriety and industry. It is a splendid thing to make your benevolence felt; to exercise your power to assist the weak, to help the helpless, to cheer the desolate, to protect the defenseless, to comfort the stricken, to lessen the sting of death and drive poverty from the homes of widows. Yes, it is a splendid thing to do.

It is a grand thing to practice sobriety, to feel that you are one of the men who support such teaching, and that you are the foe of the "thief that steals men's brains;" to encourage the weak ones, to help the faltering, to lift with the arms of charity those who fall by the way. It is a grand thing to do.

It is a noble thing to be a patron of industry, to promote thrift and economy, to scorn subsistence upon the toil of others, to uphold the sublime principle that every man should produce what he consumes, and to understand that idleness is the only industrial disgrace. That is true nobility.

These are a few, only a few, of the noble things you endorse when you join the Brotherhood of Railroad Trainmen. Those are the sentiments that will meet you at the threshold, that will keep step with you through life, and lighten the burdens of those you leave in death.

Another Splendid Victory.

Organized railroad labor is taking great strides forward in all parts of the country. Whenever labor makes an attack upon some injustice from which it suffers, and does it with determination, its courage is usually rewarded with a sweeping victory. Reason is the great emancipator. To be freed from unjust conditions labor has only to carry on the discussion until public sen-

timent is aroused and the people will accomplish the rest.

A notable example of this fact is the splendid work of Mr. McMaken in the Ohio legislature during the past several months. He introduced a bill for the protection of railroad men that was so radical and sweeping in its character that it was hooted at by its opponents as a thing liable to die by its own force. But it is a fact worth remembering that no matter how radical a measure is, if it rests upon the immutable principles of justice it will command respectful attention from any body of American citizens. When a bill like that of Mr. McMaken's becomes a law after thorough discussion in the legislature of a great State like Ohio, it is a matter worthy of special note; for in spite of all the powerful opposition brought to bear against it the bill made friends every time it was discussed, and its very justice became so apparent that in the final struggle to become a law *only six representatives of the entire body voted against it.*

Now what were the provisions of this bill that was so radical and yet won the almost unanimous support of the House of Representatives and is now a law of the State? They are as follows: First, it prevents companies compelling employes to sign agreeing to "save said company harmless" from liability for injuries received while in the service of the company is rendered null and void. (For sample contract see "A Cold-Blooded Document" page 68, February number of the TRAINMEN'S JOURNAL). Second, it prevents companies requiring employes to become members of any relief scheme, or to withhold any part of their wages as dues for such association. Third, it provides that if discharged, the employe shall, if demanded within ten days, be furnished the reasons for such discharge, the same to be made in writing; and that "any violation of this section," [including the three provisions above] "shall constitute good and sufficient cause for damages, to be recovered in a suit at law." The second section makes the company responsible for

any injury to employes through the use of defective equipments of any kind and abolishes the co-employe liability plea. In short, if the employe is injured through no fault of his own the company can not throw him aside like a broken, useless stick.

Mr. McMaken deserves the thanks of the railroad men of the whole country, and especially those employed in Ohio. How much it will do to hasten the era of perfect equipment on railroads, how many lives it will save and how many crippled men it will prevent being reduced to utter poverty it is impossible to guess. Labor should take fresh hope and courage from victory and push the agitation with energy. Not only Ohio but every State in the nation should have such laws.

"Fining" Employes.

The custom which prevails in many places of compelling railway employes to pay for flattened wheels, broken switches and other damage to railway property when it appears that such damage could, by any possibility, have been prevented by the employe, is a practice that cannot be defended in justice nor supported by reason. It may be argued that if it is possible for the employe to have prevented the damage he should be held responsible for it. But let it be remembered that the word "possible" may be used to cover any case, and to make it the limit of responsibility is a very unjust thing. When a brakeman comes in on a train of thirty or forty cars at the end of a night run and inspection shows that there is a truck of flat wheels to account for, it would be useless to explain, even if the true facts were known, that some dead-beat stealing a ride had set a brake to accommodate his departure from the train, or that the flat spots were actually worn before passing the last division point. In each of these cases it could be argued that it was possible for the brakeman to alter the circumstances; that it is possible for him to constantly watch the entire train and see that no one sets a brake; or that it was possible for

him to know that the wheels were flat when he came in charge of the car.

When we come to state a case upon its possibilities we stray as far from justice and go as wide of the mark as well can be. For example, it is possible for any citizen of the United States to become President, but how many will? And while it may be possible for a brakeman to have avoided such and such a thing, it is not in the nature of things that he could. A brakeman is not gifted with more than one pair of eyes; neither does he sport a pair of wings, and there is no reason to believe that he is omnipresent and can be on forty-five cars and a caboose at the same time. He controls his portion of the train, keeps in his mind the work to be done at various points on the trip, remembering where he must "head-in" for some trains and hold the main line for others, and numerous other things he must know and act upon promptly, keeps constantly on the alert for the unexpected besides, and in all ordinary cases detects any trouble and prevents damage. It strikes us that in doing this he earns the dollar and a half or two dollars he gets for working over a hundred-mile division and that if in his various duties and ceaseless responsibility something should escape him, or a trifling accident occur, it is not a whit better than robbery to deduct the cost of it from his meager wages. When we consider the constant, wearing responsibility of railroad men, and the varied and unexpected circumstances they must be prepared to meet, the only wonder is that more accidents do not occur; and the company which is not satisfied that it can secure for a small sum the faithful and efficient service of its employes; that is not willing to risk its property where the brakeman risks his life, but proposes that the brakeman shall shoulder the risk for both sides and proceeds to forcibly take a part of his salary to carry out that purpose—we say with deliberation that such a company as that would do its conscience no violence by stealing the whole thing.

The public often regards a certain thing with indifference and tolerates it because

it does not comprehend it; when, if its gross injustice is but once pointed out, it becomes a matter of surprise that such disreputable practices should be attempted at all. If it were publicly announced that a certain company had determined to compel its train and engine men to become its insurance company, standing good for all damage to rolling-stock and saving the company from loss by accident, and that it would accomplish this by levying such monthly assessments as would meet the losses, the public would at once become very indignant and the daily press would be the popular champion of outraged justice. And yet this is precisely what some companies are doing. It is true they do it quietly and by methods that seek to mask the nefarious business. But the principle is the same whether it gets the money by thousands at a time or by trifles; whether it wrings the "fines" from the entire force or compels one brakeman to pay a fourth of his monthly wages for a flat wheel or else lose his position.

The company does this, of course, on the plea of discipline. It claims to be punishing men for "neglect of duty." It is certainly punishment, but what right has a company to inflict punishment by virtual theft, even if the victim is known to be guilty? What would be the effect upon morality in the country if a judge could punish murder by transferring the defendant's wealth to the judge's bank account? The unprincipled practice has only to be followed to its logical conclusion to show its gross injustice and the glaring abuse it can give rise to. It requires but little thought to show that a company has no more right to deprive its employees of money than to deprive them of liberty.

THE new time schedule of the Chicago, Union Pacific and Northwestern line, which became effective on March 2d, will carry passengers on the Pacific limited to Omaha in 15½ hours, Denver 33½ hours, Salt Lake 52 hours, and San Francisco 85 hours.

The Forum.

Announcement.

Last month business relating to the duties of manager of the JOURNAL forced the editor to be absent several days just about the time of going to press and the hurry to get up copy before leaving caused an error. A new department appeared under the caption of "Correspondence" when it should have read "The Forum." Our readers who remember the explanation that a new department was established for the purpose of discussing with perfect freedom all questions relating to the interests of the Brotherhood and organized labor, will at once see the appropriateness of calling it the Forum. So long ago as when Rome was mistress of civilization "the forum" was the place of perfect freedom, and in it the humblest citizen could speak with as much liberty as the Emperor. As was stated last month, the position which any person takes upon a question can not, of course, have any effect upon the appearance of his article in this department. Anything that may be discussed pro and con belongs to this department. It is needless to say that the editor is responsible here for only what he signs.

Mr. Peacock Heard From.

CAMDEN, N. J.

EDITOR JOURNAL:—In looking over the February issue of the JOURNAL, I see an article headed "A Cold-Blooded Document," which contains a copy of an agreement between the Illinois Central Railroad Company and its employes and comments attached thereto by you. Now, these comments by you are uncalled for, unjust and unwise; they are simply suppositions and contain, I am sorry to say, that which is not so. I agree with you that it is an excellent document to show the perils of a railroad trainman's life. I also agree with you in regards to the necessity of organization for protection, but I certainly do not agree with you when you say that they are trying to shift all the responsibility upon the trainmen themselves. It is simply an honest, fair-and-square agreement between employer and employee. The company does not acknowledge that it is using death-dealing traps, it simply says that the trainmen are "liable" to use them; which, if you know anything about railroading, you know is so. You cannot expect one company to equip another company's cars with all the latest improvements. To illustrate, the company which employs me (W. J. and C. & A. Div. of the P. R. R.) is equipping all of its new cars with the latest patent appliances. It has lately built one hundred box cars with patent Jeanny coupler, air whistle valve and air brakes, and out of all these one hundred new cars we will haul, on an average,

about one a week on all the freight trains on this division.

This illustration is used to show to you the absurdity of your statement when you say that the Illinois Central Railroad Company "coolly and deliberately propose to use cheap and dangerous rolling stock," when you must know, if you have had any experience at railroading whatever, that the composition of their freight trains will be at least four-fifths foreign; cars that they have never seen before and have had nothing whatever to do with their equipment or construction.

You make another statement which I take exceptions to, and that is that the Illinois Central Railroad Company "acknowledges that its engine tenders are unequipped with platform or step along the side or rear; that they are likewise devoid of any appliance on side or rear to hold on to; that the deadwoods on tenders are at variable distances; that some of their cars have no ladders on side or end, and those they do have are liable to be in bad condition; that its frogs are unblocked and spaces between guard-rails unfilled."

Now this company does not acknowledge anything of the kind; it simply says that the trainmen are liable to meet with all these defects; every word of which is true. A foreign engine comes over this company's road without platform or steps along side or rear, nothing to hold on to and deadwoods at variable distances. Is that this company's fault that such is the case?

A foreign car comes with no ladders, or ladders in bad condition. Is that this company's fault?

One train in passing over a blocked frog or a filled guard-rail is liable to tear both out, therefore, constant watching could not prevent an accident of this kind.

You liken the objects of this circular to the soldier; very well, I will do the same. Before going to battle the commander of an army usually instructs his subordinate officers to handle their men in the most advantageous manner to the army and to the men. Now, this circular proves to me the fact that the directors of this corporation have recognized the perils of life and limb to which their employees are subject and have magnanimously instructed their subordinate officers to handle their men in the most advantageous manner to the company and to the men themselves.

"In all cases sufficient time must be taken to avoid accident or personal injury." This may sound well to the public but a practical railroad man knows that such advice is but an empty phrase," you say.

A practical railroad man does not know anything of the kind; he knows very well that it is his duty to see that everything in his train is all right and he will not move until he knows exactly what he is doing and that everything is O. K.

You also make several other comments which are distasteful to me but which, on account of space, I will not dwell on.

I also notice that you quote from the President of the United States, but I will only say that it is a reproach to our organization, that any class of American workmen should, in the pursuit of a necessary and useful vocation, be called upon to harrass and blaspheme a corporation that is doing everything in its power for the welfare of its employees. "Reproach? Aye, disgrace! A stinging, burning disgrace that covers with infamy every person responsible for it."

Now then, this "Cold-Blooded Document," as you have pleased to term it, shows to me very plainly that there is more *warm* blood flowing between this corporation and its employees than there is between you and those for whom you work. This circular, or document, as you please, opens to the Brotherhood of Railroad Trainmen a short and easy path to the success of their most cherished ideas, that of adopting patent appliances in railroading. It will save them time and money. They will not have to resort to legislation which is costly and uncertain and after becoming a law would be an expensive one to the Brotherhood to keep enforced. All that is necessary now, since the Illinois Central Railroad Company has given us the clew is to follow it up and get every other road in the country to adopt the same "Cold Blooded Document" and then let every railroad man carry out the instructions contained in the document to the letter and it will be but a short time before all the roads will be equipped. For example: Should a train crew find in their train a car defective in any way, let them "drill" it out on the first siding they reach after discovering it; if it contains perishable freight, so much the better, the next time a better car will be furnished. It would take but a short time, if every man would do his duty, to get rid of all the defective cars in a company's service. You might say that if you refused to haul the defective cars the company would discharge you. This they could not do, armed as you are with this "Cold-Blooded Document," and with the positive proof that you are bound to have, you cannot be wronged; if discharged, it is only necessary to produce your document together with your proof and pocket your damages. It would only be necessary to get a majority of the larger companies to adopt this circular and you will find that it would be a shorter and less expensive route to success in our undertaking than through the halls of legislation.

Now, Brother Rogers, I do not desire to open a controversy with you and probably this will be the last you will hear from me on this matter, because I know your advantages and my disadvantages, but your sentiments are distasteful to me; they are harsh, rough and have a grating

sensation on the mind as I read them; they have the tingle of a Knight of Labor agitator, and are comparable to the rantings and quibblings of a Herr Most.

You must bear in mind that you are a paid servant of this Grand Organization, the Brotherhood of Railroad Trainmen, and it is not subject to your dictation, nor does it desire to pay for any libellous articles that may appear in the JOURNAL from time to time. If this was the only time an article like this has appeared, I should pass it by without notice, but you seem to think that it is your duty to berate all railroad corporations in general which I think is wrong; entirely wrong; in my opinion the employer and employee should be brought as close together as possible, and in order to accomplish this the JOURNAL must adopt a more refined manner than it has yet shown.

Do not consider this advice, these are simply my sentiments, be they right, or be they wrong.

Yours in B. S. & I.,

W.M. PEACOCK,

March 18, 1890. Camden Lodge No. 257.

I have read your attack upon me, Bro. Peacock, with great care, and have been very much impressed by some of the things you say. I note that you open with the declaration that my article was unwise and uncalled for, and I may as well say in the beginning that I am pleased to learn that there is a man in the country whose unfailing wisdom may hereafter be relied upon to correct such mistakes, and prevent me going astray in the future. Why you should have remained silent so long, and kept your shining light beneath a bushel while I have been saying unwise things through the official organ is something I don't quite understand. When you became convinced that I was pursuing an "unwise" course, that there is less "warm blood" flowing between the members of the Brotherhood and me than between a corporation and its employes, and that I was directing the JOURNAL toward destruction, why didn't you bring your mental acumen to bear upon the question and save the country at once? Had your brilliant intellectual effort, above printed, blossomed forth at an earlier date it might have changed results. How was I to know your opinion? How was I to know that the article in question was "distasteful" to you and that it should, therefore, have been omitted? It is certainly very unreasonable to suppose that I could run the JOURNAL to suit you unless you favor me with earlier instructions.

I note also that throughout the entire article you "adopt a more refined manner" than is usually shown in discussions and pay me a number of choice compliments.

In the first paragraph you begin gently by calling me a liar (in substance) and conclude by comparing me to Herr Most. Meantime between these two extremes you heighten the picture by several exquisite little touches. You intimate your belief that a corporation thinks more of its employes than I do of the Brotherhood; that I consider the order subject to my "dictation;" that I have allowed myself "to harrass and blaspheme a corporation" and that by writing an article which I did then and still do think promoted the interests of labor, I have covered myself with infamy. Indeed, the amount of brotherly affection you manage to crowd into one letter is truly appalling!

I observe too, what you say about being at a disadvantage, and I must admit that I do not understand you. As I look at the matter you have a very decided advantage over me. You have, I presume, no other opponents to trouble yourself about and can carve me up at your leisure. You have had four issues of the JOURNAL, brim-full of articles on the labor question, to choose from, and plenty of time to select the one you thought you could do the most with. On the other hand I am working under many disadvantages. I can neither choose my subject nor put it in the shape I desire. I am overwhelmed with business affairs connected with the JOURNAL and hard pressed for time to reply at all. Several other gentlemen have also kindly sent me instructions about how to conduct the JOURNAL and do other business, and require a part of my limited time. As I am forced to write hurriedly and leave unsaid much that I should like to say, you will readily see my disadvantage.

I have not overlooked the paragraph in which you say:

"You must bear in mind that you are a paid servant of this Grand Organization, the Brotherhood of Railroad Trainmen, and it is not subject to your dictation, nor does it desire to pay for any libellous articles that may appear in the JOURNAL from time to time."

The Brotherhood will no doubt feel that it is under many obligations to you for stating so emphatically just what it does or does not desire, and as one of the members I feel proud to know that we have at least one member whose infallible wisdom can forecast the opinion of the whole Brotherhood. So far as "libellous articles" are concerned, however, I challenge you to point out more than one that comes under the statute for libel; that one being your letter printed above. Your assertion that the Brotherhood is not subject to my "dictation" is equivalent to the declaration that I have been dictating to it. I therefore call upon you to specify how, when and

where. I positively assert that I have not, and I demand that you submit your proof. I have done nothing but attend strictly to my own business in the office of the JOURNAL. Do you mean to say that in writing an editorial that is "distasteful" to "Wm. Peacock, Camden Lodge No. 257" I am dictating to the Brotherhood? When I express an opinion, like any other editor, do you call that "dictation?" If I have no opinions I could not write anything. And if I have opinions, I should consider myself a coward if I did not express them. Do you think the Brotherhood wants an editor who hasn't sense enough to have an original idea nor the courage to express it? If I don't use my own head in the editorial work by what process can I determine what is to be written? It would be very inconvenient for me to consult you monthly. Besides, if the Brotherhood considers you a better judge of what should be said in the JOURNAL, why didn't it make you editor? It is no fault of mine that Mr. McElroy, (now of the O. R. C.) who ran against me at St. Paul, and who afterwards said to me in the presence of several Brotherhood men, that if he had been elected he would have turned the office over to you; it is no fault of mine, I say, that Mr. McElroy was overwhelmingly defeated. And since I was put in charge of the JOURNAL, and that too by a very heavy majority vote, I must confess that I supposed the Brotherhood expected me to be the editor. If I am mistaken in this view then it is evident that you are right in yours; but if I am correct in it, then I fail to see in what way I am guilty of endeavoring to subject the Brotherhood to my "dictation," and will be much obliged to you for pointing it out.

But let us proceed to examine the question at issue. Stripped of its coarse abuse your article amounts simply to a defense of the companies which compel their employees to sign a contract agreeing to "save said company harmless from all liability for injury" to the employee. You pronounce the contract of the Illinois Central "an honest, fair-and-square agreement between employer and employee." You also assert that the company is not "trying to shift all the responsibility upon the trainmen themselves." Let the contract itself answer you. After making the employee acknowledge that he has "been made acquainted" with the circular setting forth the dangers in full, the contract continues: "and the risks and dangers incident to my employment have been fully explained to me, and in consideration of my employment by said Company I hereby agree to assume all the risks of

the service of said Company," etc. If this is not shifting all of the responsibility on the employee what does it mean? It distinctly says "ALL the risks of the service of said Company." If this is not shifting *all* the responsibility it remains for you to construct a sentence that will. The company has done its best and I trust that your modesty about appearing in print will not prevent you helping your friend out.

You go to considerable trouble to remind your readers at different times that I probably know nothing about railroading, and with the laudable intention, evidently, of imparting some of your own wisdom, you say:

To illustrate the company which employs me (W. J. and C. & A. Div. of the P. R. R.) is equipping all of its new cars with the latest patent appliances. It has lately built one hundred box cars with patent Jeanny coupler, air whistle valve and air brakes, and out of all these one hundred new cars we will haul, on an average, about one a week on all the freight trains on this division.

This illustration is used to show to you the absurdity of your statement when you say that the Illinois Central Railroad Company "coolly and deliberately propose to use cheap and dangerous rolling stock," when you must know, if you have had any experience at railroading whatever, that the composition of their freight trains will be at least four-fifths foreign.

I am very grateful to you for telling me what your illustration is used for; for I must confess that if you had not I should have gone to my grave in profound ignorance of its intended application. Perhaps some of our readers can see what "air whistle valves" have to do with the question, but I am willing to admit that I cannot, unless possibly, you are throwing in a gratuitous puff for your company. You assert that I must know, if I "have had any experience at railroading whatever," that the Illinois Central's freight trains will be at least four-fifths foreign, and to prove this proportion you say that out of one hundred particular cars on the P. R. R. you pull, on an average, about one a week on all the freight trains on one division! Again I am constrained to acknowledge that I fail to grasp the force of your illustration.

Whether the company in question hauls a small or large number of its own cars has nothing whatever to do with the fact that what it does own should be in good condition, or that if it is to the business interests of the road to handle foreign cars in bad condition they should not seek to force the unfortunate employee to stand all the loss arising from the use of such cars. But whether it is of consequence or not I will venture to dispute your statement that a man who knows anything about railroading would know that at least four-fifths of the cars hauled by a road are foreign cars.

Such may be the case on the "W. J. and C. & A. Division of the Pennsylvania Railroad." I will not pretend to say what the proportion may be in a country where roads are sometimes not much longer than their names. But it is different here. You should not make the mistake of supposing that New Jersey represents the world, for such an error would be equal to the one you made in appointing yourself superintendent of the JOURNAL. I will frankly admit that I do not know what the proportion of foreign cars hauled by an ordinary road is. It is a question which I have never before troubled myself about. But your assertion that if I know "anything" about practical railroading I would know that *at least* four-fifths of the trains will be foreign is something that you cannot support. It struck me as unreasonable when I read it and to test the matter I have interviewed a number of conductors, brakemen and switchmen. Not satisfied with this I secured an old train-book from an old "Bee Line" conductor now in Galesburg. An actual count shows that a little less than *one-third* of the cars composing his trains were foreign. Now this conductor, who is a well-known Brotherhood man and was a delegate at St. Paul, is one of the oldest men in the organization and has worked on innumerable roads from east to extreme west, and he declares (and he does not know what I want the information for) that the "Bee Line" handles a larger percentage of foreign cars than any other road with which he is familiar. I have consulted six other railroad men of much experience, and none of them puts the estimate higher than forty to the hundred, while you take the ground that if they have had "any experience at railroading whatever" they should know that the rate is *at least* eighty in a hundred. I observed that none of these men were ready to give the question a prompt answer, and I doubt very much, Bro. Peacock, if you can find many practical railroad men who pretend to know the correct proportions.

The whole burden of your argument is to justify the company in having our brothers sign a contract that will prevent them recovering damages for injuries received in the service. You beg the whole question to shield the corporation. You seek to excuse it at every point. You see at once that the argument about cars will not apply to engines and so you say that it refers to foreign engines going over the road. Of course you know that foreign engines are manned by foreign crews and that their appearance is very infrequent. As to frogs and guard-rails, when the company in ques-

tion blocks them and fills them, it will then be in order to argue about the liability of a train tearing them out.

Not satisfied with becoming the champion of this particular company and this particular contract, you propose that it shall be adopted by every company in the land. You pretend that this would hasten the day of safety equipment, because as you claim, defective cars could be set out on side-track, and if the company gets ugly about it, the trainman has nothing to do but produce "your proof and pocket your damages." I fear, Bro. Peacock, that those who have had litigation with corporations will hardly agree with your sanguine views about the ease with which you could "pocket your damages." But while you are "pocketing your damages" for being discharged, how about the damages of the poor fellow who loses an arm or a leg? How about the wife and children of the man who is crushed to death by "dead-woods, at variable distances?" The contract you recommend shuts them entirely out. The "honest, fair-and-square agreement" you defend makes them dependents or paupers. It may be possible to "drill out on the first siding" every defective car where you work. But if you should attempt it on some of the roads where I have worked you would be obliged to set out the most of your train. If you doubt my statement, pack your grip, venture outside of New Jersey, and obtain employment on the Missouri Pacific or the Wabash Western. If you do not get trains where you have difficulty in finding enough good brakes to control the train I will retract my statement.

In my article to which you find so many objections, I said that the company's instructions that "in all cases sufficient time must be taken to avoid accident or personal injury" was an empty phrase and that a practical railroad man knows it. I still insist upon that point. You must know, "if you know anything about railroading," (to use your own expression) that in switching the trainmen *can not* take time to avoid all danger. Every railroad man who has ever been off his native line knows that such instructions amount to nothing. Instructions are sometimes issued that in switching a car shall not be cut from the engine until it has stopped. What time would you make if you obeyed it? Instructions are *frequently* issued that "flying switches" shall not be made but "sufficient time be taken" to do the work otherwise. What would be the result of following this out to the letter? I have worked on local runs, your intimations to

the contrary notwithstanding, where to abandon the "flying switch" would cause us to put in a round twenty-four hours passing over the division. I am willing to leave such points to our readers, the great majority of whom are practical railroad men, and I only beg leave to remind you that I did not make any references to a division road in New Jersey, but to a great system running through many States.

And now, Bro. Peacock, I shall take the liberty of asking you a few questions; and no matter what you may have said about having "no desire to open a controversy," it will be necessary for you to answer them. Do you believe that a corporation has a moral right to have its trainmen sign a document binding themselves to "save said company harmless" in case of a man's death by the use of defective cars or engines used by the company, system or foreign? Do you believe that you are promoting the cause of organized labor when you defend a contract which, if placed in universal operation as you recommend, would raise another legal barrier between the already powerful defendant and the almost helpless plaintiff? Answer those questions. Don't branch off to something else. Don't waste your time telling about "air whistle valves" in New Jersey. Answer the questions. There is another thing I want you to answer. How much do you think you are promoting the interests of this Brotherhood by making such an assault upon the editor of its official organ for endeavoring to arouse public opinion against the attempt to compel railroad men to sign away rights that are enjoyed by every citizen of the republic? Answer it. If you honestly believed that I was pursuing a mistaken policy why did you not write me a private letter to that effect, instead of sending it with the words "FOR PUBLICATION" written across the top? Answer that question! There is something else for you to explain. What right have you to accuse my motive? Where do you get your authority for saying:

"Now then, this 'Cold-Blooded Document,' as you have pleased to term it, shows to me very plainly that there is more *warm* blood flowing between this corporation and its employees than there is between you and those for whom you work."

On what ground do you volunteer this piece of abuse? I demand an answer to that question. You have deliberately assailed my motives, you have questioned my loyalty to the Brotherhood, and you shall give your reasons if you are an honorable man. For your criticisms of my editorial work I care nothing. The JOURNAL'S

success is its own defender. Never has it received the notice and encouragement from the press and people it is receiving now. Never before has it possessed such a splendid list of outside subscribers as it has gathered in the last three months, or received such indorsement from men and women of national repute. The popular support that a publication receives speaks of its usefulness with unerring precision, and the JOURNAL has won more readers *in the past two months* than in a whole year before. I care nothing, I say, for your criticisms; but when you proceed to state your belief that the corporation which seeks to bind its trainmen in the contract under discussion has a warmer feeling for its employees than I have for the Brotherhood, it becomes a very different matter.

"Who steals my purse steals trash," but the person who will seek to injure the fair name of another without good cause is so utterly contemptible that when compared with a money-thief the latter should be considered a perfect gentleman. I therefore presume that when you wrote that assertion you had what you supposed to be good reasons for your belief, and I hereby demand that you make them known. I challenge you to produce the evidence upon which you base your supposition. Whatever it is you have seen, or heard, or read, I call upon you to publish it in these columns. If you fail to do this you will stand convicted, in the mind of every fair and honest man, of a most contemptible assault upon a man who has been guilty of nothing worse than to plead for larger liberty and better conditions for the men who toil.

L. W. ROGERS.

A Long Train.

EDITOR JOURNAL:—I noticed an article in this month's (March) JOURNAL in which the statement was made that "the longest freight train ever pulled by one engine was ninety-eight cars and a caboose." I, with your permission, would like to correct that statement, for I do not think you wish to publish anything that is not strictly correct. The G. C. & S. F. Ry., out of Seely, Tex., on what the boys call the "Alligator" division, very seldom has less than one hundred cars, and sometimes up as high as one hundred and twenty-five have been pulled there. There was one train on the C. A. & St. L. some time ago of one hundred and eighteen, pulled by engine No. 119, on the coal run between Chicago and Braidwood, they of course being empties.

Very respectfully yours. *

GOES HIM ONE BETTER.

EDITOR JOURNAL:—I saw a sketch — the longest freight train that has ever been pulled by

a single engine. But it is a mistake, for P. F. W. & C. engine No. 96, pulled into Outer Depot Yard, Allegheny, with 125 cars and caboose. Part of them were empty. I was braking on a train on the P. & E. R. R. that had 90 loads and a dead engine and only one engine pulling it; and I heard a brakeman say that was on the A. V. that he saw the P. & E. boys coupling on to 125 loaded oil tanks with one engine. So the B. & O. must do better than this. C. V. McD.

Hits Them Hard.

EDITOR JOURNAL:—It gives me pleasure to write you the prosperous and progressive condition of No. 212. In spite of severe and persistent opposition we are rising in the estimation of the public and of ourselves, a fact I think due largely to the morals and intelligence of our members as well as the principles we advocate.

Ed. Whalen, brakeman, was killed on the 7th inst by falling under and being run over by the way car. He was descending from the top of the train and slipped from the way car ladder. Can perdition be hot enough and eternity long enough to justly punish these human hyenas who can, but will not, protect the lives of these brave young men? Our state laws seem wholly inadequate to provide such protection, but I sincerely believe that the Law of God, which says: "*Thou shall not kill*" will be visited on these men whose marble mansions and costly robes are stained with the life-blood of their faithful employees, and whose reply, when asked to furnish the needed protection is: "Wait, we want more money."

Fraternally, C. S. BROWN.
Belle Plain, Ia.

On Federation.

EDITOR JOURNAL:—As I peruse the pages of the Trainmen's, and Journals of other labor organizations, noting the vast strides which have been taken during the past ten years for the advancement and protection of the laboring classes, I attempt to let my imagination picture to me their condition ten years hence. Methinks in the year 1900 I see a new world; a world of activity, prosperity and happiness. Comparatively little crime and much more intelligence. Harmony prevailing between employer and employee, and the wings of peace spread o'er the world.

Why this change? For the betterment of all mankind. How? Organization and federation of labor, assisted by an honest ballot box. I most thoroughly believe in both, and that they are to be the salvation of the laboring people.

Organization has proved a wonderful success; federation is proving a greater success. Coupled with an honest ballot, picture to yourself the result. Now let the laboring masses of the United States federate, work in harmony, irrespective of party for their common good.

The majority, if not all labor organizations, exclude politics from their lodge room. It should not be so. The time has come when those laws should be abolished. Every labor organization as a body should engage in politics, strive to elect men to office who will legislate for their interests. Choose their legislators from their own ranks instead of from the ranks of those who are not in sympathy with them. Such men would have a double incentive to do right. Their bond to their brothers and their promise to the people. With such legislators I believe the condition of the laboring classes would improve and no injustice be done to capitalists. Corrupt legislation has been the thumb-screw to keep theaboring classes down, and it is high time the screw was removed. I would not intimate that all our legislators are dishonest, but that some of them are is a notorious fact, as existing conditions will testify.

Let every man in the United States who earns his living by the sweat of his brow, ponder over this, consider whether or not his condition could not be improved. If so, if not already a member of some good organization, join one and labor for the end we all have in view—happiness, peace and prosperity.

HOBBS.

Insurance Proposition.

ED. TRAINMEN'S JOURNAL:—The 6th annual convention of our Brotherhood changed the name of our order to benefit those of our members who are employed as conductors. So far so good. I was in favor of the change and advocated it, but in my opinion we did not go far enough. The change of name will hold some of our members but we can do something else that will help more than any other one thing to retain conductors in the Brotherhood.

Every railroad man knows that a conductor is not more than one half so liable to suffer death or injury from accident as a brakeman or switchman. In view of this fact it would be only just that a conductor should receive a larger amount of insurance for the same assessments than a brakeman or switchman. Say we give a conductor \$1,500 for the same assessments a brakeman or switchman gets \$1,000 for. By doing this we would retain many conductors who now withdraw from us and join the B. of R. C or O. of R. C. for no other reason than to receive more insurance for the same or less assessments. Ask any conductor who withdraws from our order and joins one of the two conductors' orders, why he does so and the chances are two to one he will tell you it is in order to get more insurance for his money. I don't blame him. It is simply a case of buying from the dealer who sells cheapest.

I can imagine I hear a howl of indignation and protest arise from some of the brakemen and switchmen. But let us give this matter careful consideration. This proposition is based on

simple business principles. You may say it will be the means of raising our monthly assessments, but I think not. I have placed it so low (\$1,500), that if we can retain thereby 25 per cent. of the conductors who withdraw under existing circumstances we will not have to pay a cent more in monthly assessments than we do now. Examine the statistics and see how many brakemen and switchmen are killed or injured to every conductor killed or injured and you will be able to figure out whether we would win or lose by it from a financial point of view. Yard-masters and baggagemen might go under the same head as conductors.

I will close for this time in the hope that some one will answer through the JOURNAL and like me give their views on this subject. If this succeeds in attracting attention I shall come again.

Yours in B. L. — R."

Railroad Notes.

THE C. B. & Q. has adopted the Jeanney coupler.

THE Pennsylvania spends \$250,000 yearly for washing its cars.

THE B. & O. will soon put in a track tank on the Washington and Philadelphia branch.

It is said that each cantilever of the Forth bridge will sustain six of the greatest iron clads.

THE round house which the Big Four is to erect at Lindale, Ohio, will hold fifty-four engines.

A GATE has been designed for railway crossings which is opened and shut by the passing trains.

THE average age of 446 locomotives in service on the Pennsylvania Southwest lines is about 10 years.

THE damage to the Union Depot at Louisville, Ky., by the cyclone of March 27, was upward of \$50,000.

THE conductors on the Baltimore & Ohio passenger trains now give receipts for all fares paid on trains.

THE Lake Shore Company will soon put down 20,000 tons of Bessmer steel between Chicago and Toledo.

THE Brook Locomotive Works of Dunkirk, N. J., have recently shipped 73 locomotives to various roads.

THE Venadito extension of the Monterey & Mexican Gulf Railway, was formerly opened for traffic April 2d.

SOME of the Pennsylvania lines west of Pittsburgh destroy old cars that require repairs costing more than \$100.

THE Falls branch of the New York Central is to be double-tracked from Sauborn to the Suspension Bridge.

THE demand of some brakemen on the Union Pacific at Portland, Ore., for an increase of 10 per cent. was granted.

AN exchange says the Santa Fe is negotiating for the establishment of a line of Pacific steamers to run from San Diego.

HENRY B. STONE has resigned his position as vice-President of the Chicago, Burlington & Quincy, to take effect June 1.

THE Union Pacific and the Chicago & Northwestern have lately put in service 400 freight cars, equipped with air brakes.

THE Big Four road is said to have the largest locomotive in the world. It is sixty-five feet in length and weighs 130,000 pounds.

IT is probable that Chicago & Milwaukee will soon be connected by two double-track railroads—the Northwestern and the St Paul.

IN Pennsylvania alone the system of the Pennsylvania Railroad Company includes forty-six different railroads and branches.

AN exchange says that American locomotives are built and sold for from \$3,000 to \$5,000 less than it costs to build an English locomotive.

THE Baldwin Locomotive Works recently delivered to the Cairo Short Line three ten-wheel freight engines each weighing 127,000 pounds.

THE N. Y. P. & O. has ordered of the Baldwin Locomotive Works ten large ten-wheel passenger engines similar to those built for the Erie.

THE Michigan Central will put on a new limited vestibule train between Chicago and New York. The running time will be twenty-three hours.

AN exchange says during the year 1889 the Pennsylvania Railroad Company carried 78,126,967 passengers on its 7,800 miles of road east and west of Pittsburg.

THE C. B. & Q. will soon equip its freight cars with air brakes and has given the Westinghouse Air Brake Company an order for 6,750 sets of the quick-acting brake.

WM. GALLOWAY, who ran the first train over the B. & O., and who was probably the oldest engineer in the world, died suddenly of apoplexy, at Baltimore, April 7.

PIKE'S PEAK COG RAILWAY will be completed and trains running to the summit by the 1st of July next. The Company will also erect a hotel and station house on the summit.

AN exchange says arrangements have been completed for the erection of a pontoon bridge across the Missouri river at Pierre, S. D., and the contract has been let for 1,000,000 feet of lumber.

THE Pennsylvania Railroad Company will, as soon as its four tracks between Philadelphia and New York are completed, place a limited passenger train on the road which will make the ninety miles in ninety minutes.

THE bill drawn by L. S. Coffin for the introduction of safety appliances on the roads of Iowa has been passed and has become a law in that state. It requires that all cars shall be equipped with the automatic coupler by January, 1895.

BOTH branches of the Ohio State Legislature have passed a bill which provides that railroad employees who have worked 24 consecutive hours shall not resume till they have had eight hours rest. Twelve hours are to constitute a day's labor.—*Railway Age*.

THE construction of the pillars and foundations of the great Forth bridge consumed 21,000 tons of cement and 707,000 cubic feet of granite. The total amount of resulting masonry is 117,000 cubic yards. The weight of the steel in the bridge proper is 51,000 tons.—*Ex.*

On the Road.

BRAKEMAN BERT GALLAGHER was killed at Greensburg, Pa., Mar. 24.

ENGINEER L. D. GENTRY was run over and killed at Big Springs, Tex., Mar. 13.

WM. TURLEY was run over and killed on the H. & T. C. at Sherman, Tex., Mar. 25.

APRIL 4, Grant Turner, fireman C. M. & St. P. was killed near Jackson, Minn.

THOS. FLANDERS, brakeman B. & O., was instantly killed at Fostoria, O., Mar. 25.

GEO. TEHL, brakeman P. Ft. W. & C., was instantly killed near Wooster, O., Mar. 25.

BRAKEMAN J. TURNER was killed on the Georgia Pacific road at Pell City, Ga., Apr. 1.

AT Joana, Pa., Mar. 19, on the W. & N., Brakeman J. Russell was run over and killed.

MARCH 29, E. Coyde, brakeman Concord Road, was run over and killed at Nashua, N. H.

A. W. GREEN, brakeman F. E. & M. V. was killed by the cars at Bennington, Neb., Mar. 20.

AT Crete, Neb., Mar. 31, Brakeman W. Baxter of the Missouri Pacific, was run over and killed.

ENGINEER CHRIST OLBERT of the Santa Fe, was run over and killed at Chillicothe, Ill., April 10.

J. F. MERRITT, a member of the B. R. T. was killed while coupling cars at Pender, Neb., Mar. 13.

J. S. JOLIFF, brakeman Illinois Central, was killed while coupling cars at Villa Ridge, Ill., Mar. 28.

BRAKEMAN CHAS. McCANDLESS, Pittsburgh & Western, was instantly killed at Butler, Pa., Mar. 31.

MARCH 15, Flagman Jesse Crumb was killed coupling cars on the N. Y. O. & W. at Franklin, N. Y.

FRANK AIKEN, brakeman Wisconsin Central, was run over and killed at Glidden, Wis., March 15.

A TRAIN on the B. & M. R. was derailed at Rulo, Neb., Mar. 28, and I. J. Barnes, fireman, was killed.

AT Tillsonburg, Ont., Apr. 2, W. P. Harris brakeman C. L. & W., fell from a freight and was killed.

BRAKEMAN W. J. FINDLEY of the Pennsylvania Road, was run over and killed at Altoona, Pa., Mar. 16.

CONDUCTOR D. G. DALE was burned to death in a wreck on the Oregon Railroad near Delta, Cal., Apr. 2.

AT Portsmouth, Ohio, Mar. 26, Jno. Hammond, brakeman Scioto Valley, was killed while coupling cars.

RICHARD PURCELL, brakeman P. & R., was thrown from a car at Buck Mountain, Pa., Mar. 22, and killed.

A COLLISION on the N. Y. C. in New York City, March 19, resulted in Fireman Whithead losing both limbs.

MATHEW HOWARD, fireman Southern Pacific, had a foot crushed under the wheels at Mayville, Cal., Apr. 3.

MARCH 28, Conductor Chas. Burnison of the N. Y. P. & O., fell between the cars at Marion, O., and was killed.

WHILE coupling cars at Louisville, Ky., Apr. 6, Wm. Hester, switchman L. & N., was killed beneath the wheels.

WM. McCORMICK, brakeman Milwaukee & St. Paul, was killed while switching at Faribault, Minn., Apr. 16.

IN a wreck on the W. N. Y. & P., near Portage N. Y., Mar. 22, brakemen P. Riley and G. Polson were killed.

GEO. PULLER, brakeman K. C. F. S. & M., fell from his train near West Plains, Mo., Mar. 20, and was instantly killed.

BRAKEMAN FRANCIS IRWIN was struck by a bridge at Zanesville, Ohio, Mar. 30, fracturing his skull. He will recover.

AT Newark, Ohio, Apr. 3, Frank Irwin, brakeman B. & O., was thrown from a train by a bridge, and fatally injured.

M. LOWE, while coupling cars in a station yard in Logan County, Ky., was caught between the cars and instantly killed.

JAMES TONER, brakeman Pennsylvania Road, had his left leg and arm crushed while coupling cars at Stewarts, Pa., Apr. 2.

FIREMAN LEWIS MOLTE was killed in a wreck at Trinity, Texas, Apr. 2. C. W. Jeffries, the engineer, was also injured.

BRAKEMAN TIM MACK, of the B. & O., had one of his feet badly injured at Cincinnati, O., Mar. 17, while boarding a train.

WHILE boarding a train at Cadillac, Mich., Mar. 15, Frank Tolfee, switchman T. A. A. & N. M. was run over and killed.

WHILE coupling cars at Cincinnati, O., Mar. 20 Ed. Hosmer, brakeman P. C. & St. L., had his right hand and arm crushed.

ALBERT HILL fell from the top of a car at Osborn, Ohio, Mar. 25, and was killed. He was a brakeman on the N. Y. P. & O.

HARRY VAN ANSDALL, brakeman C. H. & D., fell from a train near Connersville, Ind., Mar. 21, and was instantly killed.

ENGINEER KELLY had his right hand badly injured in a rear end collision on the Pennsylvania Road, near Bristol, Pa., Mar. 22.

MARCH 25, C. C. Dunbar, conductor Texas & Pacific, fell from his train at Mesquite, Texas, receiving injuries from which he died.

BRAKEMAN SALISBURY, while boarding a train near Port Jervis, N. Y., Mar. 31, fell and had one hand mashed under the wheels.

BRAKEMAN PETER GARDNER of the Pittsburgh & Lake Erie, fell from his train near Youngstown, O., Mar. 15, and was killed.

IN a head-end collision on the C. & A., at Glenmore, Ind., Apr. 8, Engineer Billy Cox and Fireman Coppins were seriously injured.

BRAKEMAN JOHN HERRON of the Texas, Mexican Railway, fell between the cars near Corpus Christi, Tex., Mar. 30, and was killed.

IN A COLLISION between two freight trains on the Northern Pacific near Tacoma, Wash., Mar. 26, Engineer John Bailey was fatally hurt.

GEO. LIVINGSTON, brakeman M. L. S. & W., was dragged beneath the cars a distance of 50 feet, near Rhinelander, Wis., Mar. 24, and killed.

A REAR-END collision on the T. V. & G., near Sweetwater, Tenn., Mar. 30, resulted in the instant death of Fireman Husking, of Knoxville, Tenn.

MARCH 21, an engine and thirty cars of a freight train on the Georgia Pacific went through a trestle near Birmingham, Alabama. Conductor Mitchell was killed.

MARCH 23, in a wreck on the Old Colony at Concord Junction, Mass., Fireman Charles Blodgett and Brakeman Wm. Hunt were severely hurt and Engineer F. P. Chamberlain slightly injured.

The Brotherhood.

E. D. FOUTS wants the address of W. W. Wilson.

J. H. SQUISTER is requested to correspond with the Secretary of No. 313.

BRO. C. S. SMITH of No. 17 has lost his traveling card. If taken up return to that lodge.

BRO. F. J. BECKER of No. 125 writes that the lodge at Fargo gave their first annual ball April 22nd.

THE cash prizes for the best lists of subscribers sent in before May 1, 1890, will be published in the June number.

BRO. WM. PERKINS, of East Saginaw, has placed us under obligations for pamphlets of interest on the labor question.

WE are indebted to Bro. White of No. 178, for a newsey letter, sent early in March, but its length precludes publication.

J. RAFERTY, of Portage, Mich., wants the address of Louis Jacobs, formerly of the La Cross division of the C. M. & St. P.

BROTHER CONNOLLY, of No. 253, writes that the second annual ball of that lodge, given on the 17th of March was a decided success.

OVER the signature of "Hank," we have an interesting letter from Wadsworth, Nev., and we regret that we have only room to mention it.

BRO. C. V. LAWRENCE, of Sedalia, Mo., No. 18, writes of several accidents to trainmen on his division, but nothing more serious than broken arms.

WE regret that the crowded condition of our columns prevents the publication of a letter from "A Brakeman's Wife" at Dodge City, Kansas.

BRO. W. E. PETERS writes from Conneaut, O., that it would be well to tell all inquiring brothers that there is poor prospect of obtaining work on the Nickel Plate.

G. A. KEIFER, Kirkpatrick St. Pittsburgh, Pa., asks that notice be given for all members of No. 179 to send their address to him. He is the Financier and JOURNAL Agent.

J. A. M." writes from New Albany of the successful settlement of minor grievances at that point, and thinks the Brotherhood is held in great esteem now by the officials.

WHEN you want your address changed on our mailing list it is not necessary to go to the JOURNAL Agent. Just send it in yourself, being sure to give the old address as well as the new.

BRO. GEORGE H. HUBERT of No. 68, favors us with a very good letter in March. On account of the pressure of other matter however, it has been laid over until too old for publication.

THE Sec'y of No. 179, requests us to say in the JOURNAL that dues in that lodge will hereafter be \$2.50 per month. Notice is given for the benefit of members at a distance from the lodge.

BRO. WM. CLELAND, Jamestown, N. Dak., who is JOURNAL Agent for his lodge, requests the address of C. D. Graves, who was last heard of while switching in the K. C. yard in West St. Paul.

Two excellent letters, "The Survival of the Fittest" and the "P. & R. Relief," as well as shorter articles and some editorial matter, was crowded out after being put in type and will appear in the next issue.

WE intended to publish in this issue a letter from Bro. W. H. Piper of No. 13, in which he speaks of Mr. Coffin's bill before the State Legislature; but as Mr. Coffin has favored us with a letter of his own, we have substituted it for the other.

A MEMBER of No. 342, Junction City Kan., writes a very acceptable letter, but does not give his name. We have frequently called attention to the fact that anonymous letters cannot be published.

A "BRAKEMAN'S WIFE" writes from Hiawatha, Kas., that Brother Terrell made that lodge a visit recently and calls our attention to the fact that No. 104 has a Journal agent who is a "rustler."

A MEMBER of No. 90, over the nom de plume of "Success," informs us that there will be a union meeting held in Troy, N. Y., on the 8th of May, and that preparations are being made for a splendid time.

BRO. W. W. BROWN has sent us a history of No. 149, which contains much of interest, but as it occupies a great deal of space it has been crowded aside by other communications on the issues of the day.

BRO. M. S. BOGERT of No. 81, sends us a neat folio issued by that lodge. It contains some really excellent things and at some future time we shall have the pleasure of commenting upon them.

A MEMBER of No. 145 has sent an account of a pleasant "fair" in that lodge upon the occasion of presenting a gold watch to Miss Lizzie McKeon. We would be glad to give the matter full description if we could spare the space.

WE have received a letter setting forth the merits of the Bentley Coupler, but the writer failed to give his address. If this comes to his notice, and he will furnish his address, we will give the matter further attention.

SEVERAL persons have written to know why their accident reports were not published. Because something about them was incomplete, or they came too late. The most common omission is the date. It should always be given.

WE have received notice that Brother M. J. Grady lost his traveling card at Denver recently. It should be sent to the Secretary of No. 220. Brother Hanson of No. 68 has lost a traveling card issued for 60 days. Return to Secretary of No. 68.

BRO. DREW of No. 213, writes that business at that point is good; that the Rock Island has nearly 1,000 box cars equipped with the Jeanney coupler and the new quick-action automatic brake, besides 600 stock cars of the Burton pattern which have air.

WE are under many obligations to Bro. P. J. Gahagan, of Columbus, Ohio, for a copy of Mr. McMaken's celebrated bill to prevent railroad companies compelling their employees to sign a contract releasing them from liability for injury received while in service.

THE JOURNAL Agent of No. 18 calls for the address of W. R. Kirkpatrick, Fred Henderson, J. H. Ledwith, Wm. Rupert, John Watson, Tom Cady, Joe Frazer, Fred Allen, J. M. Heatman, M. E. Newkirk, G. Allen, Miller Hardester, W. A. Tomkins and S. Nelson.

IT is hardly necessary to say that in the reply to Bro. Peacock, no residents of his state should feel concerned in the references made to New Jersey. The remarks are for the exclusive benefit of Bro. Peacock (and his practical railroad knowledge) who enjoys membership in one of the finest lodges in the organization.

As long as JOURNAL agents who send in corrections of addressed continue to write names so that they can't be read it will be impossible to send the JOURNAL satisfactorily. A badly written word of ordinary importance can be guessed at by connecting words and the general ideas running through the sentence. But proper names cannot, and every mail brings some that it is simply impossible to decipher.

Depend Upon Yourself.

When a member transfers his membership from one lodge to another he is very liable to lose his JOURNAL unless he promptly notifies us and gives both old and new addresses. The JOURNAL agents do not attend to it promptly. Frequently they do not report a change until a month after it occurs. We have before us reports received on March 23rd, showing that the member was admitted on February 19th. By the time the change could go into effect here two JOURNALS would be lost. Notify us your self and blame no one if you fail to do so.

To Soldiers' Orphans.

A reunion of the former members of the Soldiers' Orphans Home, located at Cedar Falls, Ia., is to be held in that city Wednesday and Thursday, June 25 and 26. It is earnestly desired that each former pupil and all members of the faculty and official board who see this call will send their address at once to

FORREST D. LAWRENCE, Secy.,
Cedar Falls, Iowa.

Exchanges please copy.

A Spy.

EDITOR JOURNAL.—Dear Sir and Brother: At a meeting of our lodge held here yesterday, one of our members, Warren J. Norvell, was expelled for violation of obligation duties of membership and general principles.

The offense Mr. Norvell committed is as bad as any that has ever come to notice. He went to our train master at several different times and told him the whole proceedings of our lodge. A committee of five was appointed to investigate charges and they got this spy so cornered that he had to acknowledge what he had done, and said that if he had it to do over again he would do just the same as before. You will see by this about what he is and it is the earnest desire of the members of this lodge to have this man's name and character published in the JOURNAL in great big letters.

Yours in B. L., FRED GARDNER,
[SEAL]. Lodge No. 254.

A Better Day Coming.

EDITOR JOURNAL—I hope I am not in a dream; I pinch myself to see if I am really awake. It seems too good to be true that after Jan. 1st, 1893, no train of cars can be run in this State that will require brakemen to be on top of the cars to handle the brakes, yet *thus says the law*. The beginning of the end has begun to come to us.

I have succeeded in getting the law enacted that looks towards better things for trainmen. From now on all new cars and cars that are sent to the shops for repairs or have to have new draw-bars must have automatic draw-bars not requiring men to go between the ends of the cars to couple or uncouple them.

After Jan. 1st, 1893, all cars used by roads in this State must be equipped with such couplers. After Jan. 1st, '92, all engines must have driver brakes. After Jan. 1st, '93, as said above, it will be unlawful to run any train of cars in this State that can't be controlled by the engineer without requiring men to go on top of the cars to use, as now, the hand brake.

Do you wonder, Mr. Editor, that I fear I am in dream-land? Who can fully estimate what this law means to the thousands of trainmen in this State and to their families? Oh! the world does indeed move. I did not dare one year ago to hope that this would come about so soon. Not but it should have been sooner, but I often asked myself who is sufficient for these things? What can an obscure farmer like me do towards

arousing the sympathies of this great nation and getting them to realize how the trainmen were being sacrificed by the thousands?

Let me give all praise and honor to the members of our legislature—there were only seven votes against the bill in the House and not one in the Senate. It passed the Senate yesterday forenoon (April 2d). In fifteen minutes from the time the bill was called up it was passed. Not a senator said one word against it. It is true I had spent weeks and had interviewed every senator and had explained everything, still I did fear there might be some opposition.

Allow me to congratulate all the boys who read the JOURNAL on the good time coming, for this work will not stop with Iowa. The wedge is entered, it is only a question of time when other States will follow and Congress too. It would do me good to stand for five minutes now again as I did before your convention last October at St. Paul. I think we could give three cheers with a tiger in earnest now.

Well, Brothers of the Order, for I must call you such, my heart is full of gratitude for this grand victory; it means so much to you. As I sit here at my desk and peer into the future and attempt to take in somewhat of what this means I am affected to tears. I can't help it. The boys have risks enough to run at the best and I am so grateful that I am permitted to labor to remove those so unnecessary as those that come from coupling cars and handling brakes.

But I will not encroach too much on the space of the JOURNAL that others can use much better, nor weary the boys who read. I will only say that my work is not yet done; I shall still labor for a law by Congress and other States. I will end as I began by saying a brighter day looms up ahead and I wish all could live to enjoy it, but my heart saddens and grows faint when I realize that between now and then many a grand fellow must get caught or thrown from the train.

L. S. COFFIN.

Ft. Dodge, Iowa, April 3d, 1890.

In spite of the fact that we reprint instructions on the first cover page of the JOURNAL, people persist in neglecting to follow them, and the result is that a double amount of work in this office is necessary. It is a very simple matter when wanting your address changed to give the address by which you have been receiving the JOURNAL. If this were done in all cases, there would be no trouble about having the changes promptly made. Another thing that continues to cause a great deal of annoyance and extra amount of work, is that JOURNAL agents in sending corrections will write as follows: "There are three or four members in this lodge who do not get their JOURNALS regularly. What is the matter?" There is only one way in which we can locate errors, and that is to have the name and present address as well as the former address of the persons who do not get their JOURNALS. Of course in such cases as the above, they might as well have saved themselves the trouble of writing at all. Sometimes JOURNAL agents want two or three addresses corrected and write out the entire list of their lodge, and say this is the way it should read. Then in order to find those two or three who are not on the list, we are obliged to compare the entire list, consisting of one or two hundred names. The only correct way to notify us of such errors, is to name only those persons who do not receive the JOURNAL, and if then becomes an easy matter for us to determine whether they are on the list already, and therefore that the mistake lies elsewhere, or whether they have never before been reported.

WHOEVER knows of the "longest train" is now entitled to the floor. We have received several letters laying claim to the honor and print the two best.

About Correspondence.

If our correspondents will stop a moment to reflect that the JOURNAL receives from eight hundred to twelve hundred letters per month, and that about one-third of them are for publication, they will understand how impossible it is to use them all. If you write a pretty good contribution and it does not appear, don't take it for granted that it has gone into the waste basket. It is more probable that the editor considered it very good, but that he found something else still better, and there was not room for both. Sometimes an excellent letter comes a little late or is crowded aside by something of importance that occurs just before going to press, and that before the next issue the news is stale and we are then unable to use it. Sometimes an article is written upon some subject that has no reference to date and will be just as good three or six months hence as now. These are the productions that an editor delights to receive, because it gives him a chance to make an attractive arrangement of topics. If such an article is well written, upon some question of interest to labor, it is sure of publication some time.

One mistake that many people make, and which is a frequent cause of disappointment, is in writing about something of local interest only. Preference is always given to what is likely to interest the whole Brotherhood. Once in awhile some persons also make the mistake of writing when there is nothing to write about. It is a splendid thing to know when to keep still. An article without ideas is like a speech without thoughts—a bore to everybody concerned. It is not unusual for correspondents to ask that their productions be given space because they would like to "see how it would look in print," or because it is their "first attempt" and therefore its errors should be overlooked. They seem to think the editor owns the space and is parceling it out among correspondents to experiment with. To be a good correspondent it is necessary only to have ideas on subjects that interest the readers. Several articles in the May number of the JOURNAL furnish proof positive that the Brotherhood can develop some excellent correspondents if urged a little. The JOURNAL should be, above all things, an educator. And to educate ourselves we have only to discuss events until we reach correct conclusions.

Policies and Charters.

Secretaries will please see that each policy sent to Grand Lodge for exchange bears all necessary information as to whom new policy is to be made payable, and relationship and residence of beneficiary. Considerable delay in writing new policies has already been caused by secretaries not giving this matter the attention it requires.

When secretaries were requested to collect the policies of all members of their respective lodges it was hoped that each member would see that his policy was properly filled out and deliver it to the Secretary of his lodge without delay, so that when the policies were ordered in by the Grand Lodge the Secretary could forward all the policies of the lodge and we could exchange them without delay, but this has not been the case. Secretaries have in some cases been able to get less than half the policies of their members, and say, in way of explanation, that members refuse to give up their old policies until they receive the new one. If the members persist in this and I am compelled to write and send out the new policies in small numbers, it is going to take a long time to exchange the policies, and will also incur a great deal of unnecessary work and expense. I hope the members will take a liberal view of this matter and assist us in this work by following our instructions as near as possible.

The new Charters are ready, and we will begin writing them as soon as possible. Lodges will please send in their old Charters for exchange at once, and please don't write to the Grand Secretary and Treasurer the following day and ask why new Charter has not been received. He will prepare them as rapidly as possible and earnestly requests lodges to be patient. Remember this is all extra work and the help is limited.

If Financiers and Secretaries will be a little more careful when filling out reports to be sent to Grand Lodge and give the number of their lodge and sign their name to the reports, statements, etc., it will save us a great deal of trouble, and will insure their getting proper and prompt attention. In many cases we receive report of expulsions, transfers, etc. and nothing on report to show what lodge it is from, or who sent it.

W. A. SHEAHAN, G. S. and T.

Two members of the B. L. F., W. F. Penn and J. E. Campbell, of Waterloo, Iowa, have done a very nice thing for our order by working up a lodge at that point. Circulars sent out from Galesburg by the G. M. and G. S. & T. was the cause of this favorable action.

BRO. LABE of No. 317 has been exerting some influence in politics. We are in possession of a letter he has written to the representative of his district in Congress, urging him to give his support to the bill for the protection of railway employees, and received a favorable answer.

BRO. J. P. RICE writes from Rat Portage on the prosperous condition of the Brotherhood at that place, which has thirty-five members and a good percentage of them are running. He reports business in good condition and speaks of the success of the Union ball with the Locomotive Firemen.

BEFORE some of the people who spread abroad the report that we refused to exchange with the *Engineer's Journal* have a chance to sharpen their beaks for another delicious repast, we will state that the young man who runs the JOURNAL mailer employed a boy to carry the Journals; and that after the mailing was finished it was discovered that the boy was the son of a "Q" scab; that the boy was engaged for the day only and is not an employee of the office.

WE are requested to call attention to the fact that lodge No. 73 extends an invitation to all lodges of the B. R. C., the B. L. F., the S. M. A. A., the B. L. E., and our own order on the Pacific system of the Southern Pacific R. R. from Portland, Oregon, to El Paso, Texas, and from San Francisco to Ogden, Utah, to send a representative to a union meeting to be held at their hall, commencing 10 a. m., Thursday, May 1st, 1890. Federation and matters of interest to all Brotherhood men will be discussed. Being written on March 27th, the April number was out before the letter reached this office.

EVERY member knows that the Brotherhood has a lodge christened "Kate Shelley," No. 204, but perhaps not all of them know why. Kate Shelley is a young woman who distinguished herself a few years ago by crossing the Des Moines river bridge on a dark night during a terrific storm and flagging a passenger train in time to prevent it running into a wrecked bridge over a small creek emptying into the Des Moines river. For this heroic conduct, the Northwestern Railway Co. never gave her any suitable reward, and the Chicago Tribune is now engaged in the commendable work of raising a fund for the heroine. Those desiring to subscribe to the fund should send their subscriptions to the Daily Tribune, Chicago, Ill.

The Following is a Statement of Claims Paid in the Month
of March, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
614.	Mrs. Lizzie Scully	New Orleans, La.	\$ 1,000 00
690.	H. S. Hulley.....	Sunderland, Can.	1,000 00
767.	F. N. McSpadden.....	N. Springfield, Mo.	1,000 00
768.	Isaac Miller.....	Oneonta, N. Y.	1,000 00
769.	Geo. F. Snellie	Columbus, Ohio.	1,000 00
770.	J. S. Holland.....	Chicago, Ill.	1,000 00
771.	E. J. Gallett	Pocatello, Idaho.	1,000 00
772.	Annie Brower.....	Jersey City, N. J.	1,000 00
773.	Mrs. Patk. Grace and children.....	Jersey City, N. J.	1,000 00
774.	Mrs. M. J. Gallagher	Cleveland, Ohio.	1,000 00
775.	Mrs. Mary Wells.....	London, Ont.	1,000 00
776.	Martin Geary.....	Susquehanna, Pa.	1,000 00
777.	Mrs. Eda A. Howe.....	E. Portland, Ore.	1,000 00
778.	Jno. S. Wheeler.....	Manchester, N. H.	1,000 00
779.	Elizabeth Hance.....	Toronto, Ont.	1,000 00
780.	J. J. Kirwin	Jersey City, N. J.	1,000 00
781.	Mrs. Bertha Kidney.....	Scranton, Pa.	1,000 00
782.	Mrs. Elizzie Fox.....	Scranton, Pa.	1,000 00
783.	Miss R. B. Woods.....	St. Louis, Mo.	1,000 00
784.	Mrs. Roma Ira.....	Newton, Kan.	1,000 00
785.	Flora A. Niles.....	Escanaba, Mich.	1,000 00
786.	Michael McCarty.....	London, Ohio.	1,000 00
787.	Mrs. Maria Billings.....	Ottawa, Kansas.	1,000 00
788.	Mrs. Sallie Ellison.....	Franklin, Tex.	1,000 00
789.	Mrs. Jno. Murray.....	Plymouth, N. S.	1,000 00
790.	Miss Kate Connor.....	Oil City, Pa.	1,000 00
Total.....			\$ 26,000 00
Amount in Beneficiary Fund March 1st, 1890.....			\$ 773 05
Amount received during month of March, 1890.....			25,753 00
Total.....			\$ 26,526 05
Amount paid in Claims during month of March, 1890.....			\$ 26,000 00
Amount in Treasury in Beneficiary Fund April 1st, 1890.....			\$ 526 05

Official Notice.

To the Officers and Members:

DEAR SIRS AND BROTHERS:—Has your Financier made his quarterly report, or do you know? Has your Finance Committee examined his books, or do you know? This is important and you should know. I have noticed at least one-half of the Masters of subordinate lodges that the quarterly reports from their lodges have not been received and if this is not attended to you may be a member of a suspended lodge. So look it up at once, and if you find that it has not been done by these officers, appoint a committee and find out how you stand financially and relieve your charter from the danger of suspension. This must be done and reports sent to this office at once or the lodges must suffer.

S. E. WILKINSON, Grand Master.

LETTERS acknowledging receipt of \$1,000 each in payment of claims against the Brotherhood, have been received from the following persons:

John Wright, Washington, N. J.
G. F. Snellie, Columbus, Ohio.
Mrs. Bertie Rowden, Springfield, Mo.
Mrs. Feeney, Grand Island, Neb.
M. Touhey, Rochester, N. Y.
Martin Geary, Susquehanna, Pa.
Mrs. R. E. Ira, Newton, Kan.
Mrs. Caroline Malowney, Lindsay, Ont.

THE union meeting to be held in Chicago May 20, 21 and 22 promises to be one of unusual interest, and all members of the Brotherhood who can possibly do so, should be in attendance. Some of the Grand Officers of the B. L. F., the B. L. E., the S. M. A. A. and the O. R. C., as well as our own order will be present.

Expulsions, Suspensions and Readmissions

REPORTED TO MARCH 31ST, 1890:

EXPULSIONS.

For causes other than non-payment of dues:
Lodge No. Lodge No.
35 E. W. Piperot 200 John M. Wilson.
73 W. S. Leon.† = * 200 H. C. Higgins.†‡
91 Chas. H. Davis.†* 254 W. J. Norvell.**
148 C. G. Duvall.† 253 T. M. Pope.**
163. M. F. McCormick.† 278 Sam Nelson.*
86 Ed Connors†

† Defrauding Lodge. ° Violation of obligation.
General principles. † Drunkenness. — Unbecoming conduct. † Dead beat.

SUSPENSIONS.

161 C. E. Ketchum, 30 days; drunkenness.
175 L. A. Struss, 90 days; violation of obligation.

WE acknowledge with thanks, invitations to balls as follows:

No. 310, April 15, Rochester, N. Y.
No. 299, April 7, Frankfort, Ind.
No. 281, April 7, Madison, Wis.
No. 56, May 1, Cedar Rapids, Iowa.
No. 61, April 7, Huron, S. Dak.
No. 54, April 7, Bellevue, Ohio.
No. 326, March 17, Litchfield, Ill.
No. 176, April 10, La Crosse, Wis.
Nos. 66, and 405, B. of L. E., April 9. Milwaukee, Wis.

OVER the signature of "Rambler," we have a rather gloomy letter from Pittston, Pa. Reports business duller than at any time in the past twenty years.

THE
Railroad Trainmen's Journal.

Vol. VII.

JUNE, 1890.

{ NEW SERIES No. 6.
OLD SERIES No. 76.



PATRICK FENNELL,

(Shandy Maguire).

(See Biographical Sketch on next page.)

PATRICK FENNELL.

Almost every reader of labor publications has read something from the pen of "Shandy Maguire," who, for many years past has furnished delightful entertainment for those who appreciate the music of words. But probably not all of them know that "Shandy Maguire" is Patrick Fennell, a practical railroad man employed on the D. L. & W., and something about this railroad poet and his productions will be interesting and instructive to our readers. Mr. Fennell was born in Ireland in 1841, and became a resident of Oswego, N. Y., in 1849. In 1864 he began railroad life as a fireman on the Oswego & Syracuse and in due course of time became an engineer. After seven years' service at the throttle he was made Engine Dispatcher, which position he still holds. For the past nine years he has been Commissioner of the Common Schools of Oswego, and has served three terms as President of the Board of Education. Seventeen years ago Mr. Fennell appeared as a regular contributor to the *Engineers' Journal*, and as the advent of a real poet is a very unusual occurrence he at once attracted wide attention. In 1886 the demand for his productions justified the publication of a volume of four hundred pages, which was well received and has, we believe, reached its third edition.

A sketch of a poet would be very incomplete did it not embrace some of the work of its subject; and in proceeding to quote from the volume above referred to our only regret is that limited space compels us to use brief extracts, but which are sufficient, however, to give an idea of the easy, graceful style, the originality that gives value to a production, and the vein of sparkling humor that is so often characteristic of the born writer. A few verses from "A Trip

in Charon's Ferry" will serve as an illustration:

One night, to enjoy a few hours of repose,
I called myself up in the bed 'neath the clothes,
Oblivious alike of my friends or my foes,—

Right soon I was off in a dream.

I dreamt that old Charon had ferried me o'er;
As soon as his boat touched the Stygian shore,
"Here's Shandy Maguire," the old rascal did roar
With a weird and unearthly scream!

Indeed, 'twas a burning reception I got.
The atmosphere there was oppressively hot;
But the imp that I saw seemed content with
their lot,

And said I would soon be the same.
Old Pluto came up and extended his hand;
He spoke in a voice I could well understand:
"Dear Mr. Maguire, I'm at your command,
Your wish you have only to name."

* * * * *

His devils he ordered to march in review.
Oh, many were there in my life-time I knew!
Jovial companions I saw 'mongst them too,
And bachelors mostly I spied!
"How is it I don't see a Benedict here?"

Pluto replied with a wink and a leer—

"Poor souls they all soar to a happier sphere.

They atoned for their sins ere they died!"

* * * * *

"Dear Shandy, you always worked bravely on
earth;
You've earned your grub from the moment of
birth,
You seasoned it, too, with a sprinkling of mirth,
And never bowed down to despair.

Receive your reward—you're possessed of the
knack
To oversee imps I have ballasting track;
I'm building a road up to Wall street and back,
To handle the traffic from there.

Here comes your gang; they were all millionaires
Above, and were known as the Bulls and Bears,
They gambled in stocks and they cornered the
shares.

Now take all of them you can find."

"Oh, yes, Mr. Pluto!" I instantly cried,
"My last crust of bread with these chaps I'll di-
vide."

His majesty smiled, for he knew that I lied.

He read all the thoughts in my mind.

I threw off my coat to my cudgel held fast,
"Vengeance!" I cried "for the days that are
passed—

The road you chaps trod has an ending at last;

Now I am commencing my reign"—

Rap, tap, at the door; I awoke with a bound.

The "Caller's" rich brogue through my noddle
did sound:

"Oh, Shandy, avick! shure its time you got
round,

And don't be delaying your train!"

"Death Levels All" is the sober caption of another poem which is full of philosophical ideas and contains a deal of grim humor—a current of irrepressible merriment that bubbles up unexpectedly and surprises you into a laugh even in the most solemn moments; and yet a humor that is never offensive but has the quality of adapting itself to the varying situations. The contrast between the helplessness of dying wealth and robust poverty (the central idea of the piece) is well carried out and sharply contrasted. After relating how he secured admission by pretending to be a physician, in order to satisfy his curiosity concerning the fortitude with which a millionaire dies, he continues:

"In medical lore I am noted"—
For killing far more than I cure—
Some jargon expressions I quoted;
He thought I was skillful, I'm sure.
Faint hope o'er his features went flying:
"Your name, sir?" he then did enquire,
"Oh one that can save you from dying.
Yours truly, Lord Shandy Maguire."

The dying fool aped after titles,
Supposing my high sounding name
Would give a new lease to his vitals,
And fan life's faint spark into flame.
"Your Lordship," said he, "I am wealthy,
When cured I'll one thousand allow."
I replied: "You're sufficiently healthy
To give me your autograph now."

He mutter'd of business relations.
Of stock-board transactions did prate,
Of shares and their latest quotations,
And thirty days grace after date.
He prayed that the past be forgiven.
And health with its blessings sent back,
Of living more closely to heaven,—
I then screwed him down on the rack.

"I've often heard tell of a story,
How Satan an angel would be
When ill, but again in his glory,
The devil an angel was he.

* * * * *

"The Dives of the world are many,
In luxury rolling secure,
And will not contribute a penny,
To save from starvation the poor;
But grind us through ages and ages,
Till sinews are worn to thread,
Curtailing our lives and our wages,
When fighting the battle for bread.

"You've always been fond of fast riding,
And sorely the patience would try
Of slaves switched for hours on a siding
Until you'd go thundering by;
You'll find previous running exceeded
By speed most appalling to view,
To climes where no snow-plow is needed,
To-night in old Charon's canoe."

Upon some occasion Mr. Fennell was presented with a pair of blackthorn canes, which called forth several interesting verses of which we quote the three below:

Where coercion acts are yearly
Manufactured to enslave
The aspiring thoughts of Paddy,
If for freedom should he crave;
Where the right to carry arms
For protection is denied,
'Tis no wonder that Shelalahs
Are so noted far and wide.

You are now among the Yankees,
Where a man who toils for bread,
If he's sober, just and honest,
Can erectly hold his head,
And be peer among his neighbors;
For no tilted hordes have we
To debase us worse than cattle,
As they do beyond the sea.

So, my "splinter of shelalah,"
And my two blackthorn canes,
You'll be kept amid my treasures,
While a throb of life remains.
For the sake of him who brought you
From old Ireland's rebel glades,
You are all sincerely welcome
To my daily promenades.

A few verses on Christmas pictures the good-will and good-cheer that reminds one of the poems of jovial "Bobbie" Burns:

"Merry Christmas!" we cry,
And the glance of each eye
Is a sure indication of mirth;
Let the wassail bowl flow
In the radiant glow
Which the fire sends around on the hearth;
As the glasses we clink,
Full of care-killing drink,
Let our toasts of true friendship arise.
This one night in the year,
We can keep back the tear,
Which too often is found in our eyes.

The organization of the Ladies' Auxiliary to the Brotherhood called out a humorous poem of which the one stanza we print gives but an idea:

'Tis surprising to me, ladies,
How you ever clasped the throat
Of our roysterer, rambunctious,
Rampant, rollicking old goat.
I confess the night I rode him.
He was in a roaring rage;
But perhaps his pranks are cooling,
Like all human goats, with age.

Not a few lofty sentiments are encountered in perusing the little volume. Perhaps the most eloquent we have noticed, in a hasty examination, is inspired by the second word of the Brotherhood motto:

Sobriety, beautiful gem of my soul!

While life has a thought worth possessing,
I'll prize thee, and keep thee within my control,
And give thee my fondest caressing.
I'll shield thee from all that tempestuous crew
In Alcohol's stormy dominions;
I'll bear thee aloft through the firmament's blue
When departing on fetterless pinions.

Before Congress.

Hon. L. S. Coffin, the devoted, tireless worker for legislative protection for railroad men, has drawn a bill to enforce safety equipment and it has been introduced by Representative Henderson, of Iowa. No measure of equal importance to trainmen has yet been proposed, and if it becomes a law it may be considered the greatest labor achievement of the century. It is similar to Mr. Coffin's bill which was successful in Iowa, about the only difference being that this one covers the nation instead of a state, and embraces all inter-state roads. We print in full the bill that will save thousands of lives and millions of dollars, if it becomes a law of the land:

A BILL

For the protection of property, trainmen, and other railroad employes in handling locomotive engines, freight trains, and freight cars engaged in interstate commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That it shall be unlawful for any corporation, company, person, or persons operating any line of railroad, or for any car or transportation company using or leasing freight cars engaged in interstate commerce, to put into such use any new cars, or cars that have

been sent to the shops for general repairs, or when either of whose draw-bars need to be replaced with new ones, that are not equipped with safety automatic couplers or draw-bars, such as will not necessitate the going in between the ends of the cars to couple or uncouple them, but which will automatically couple themselves, and can be uncoupled from the sides of the cars.

SEC. 2. *That after January first, eighteen hundred and ninety-five, it shall be unlawful for any corporation, company, or persons operating a railroad, or any transportation company using or leasing cars of any description used in interstate commerce, or in the construction of any interstate railroad, to have in such use for the transportation of freight, or passengers, or both, any car not equipped with the said safety automatic couplers.*

SEC. 3. *That it shall be unlawful for any corporation, company, person, or persons operating any line of railroad to use any locomotive engine in the work of interstate commerce upon any railroad, or in any railroad yard, after the first day of January, eighteen hundred and ninety-two, that is not equipped with a proper and efficient power brake, or what is known among railroad men as a "driver brake."*

SEC. 4. *That it shall be unlawful for any corporation, company, or person operating a line of railroad in the work of interstate commerce to run any train in such work after the first day of January, eighteen hundred and ninety-three, that shall not have enough cars in such train equipped with some kind of power or automatic brake, so that the engineer upon the locomotive can control the train, as passenger trains are now controlled by the engineer, without requiring brakemen to go between the ends or on top of the cars to use, as now, the common hand brake.*

SEC. 5. *That any corporation, company, or person operating a railroad and engaged in interstate commerce, using a locomotive engine or running a train of cars or using a freight car or "way car" contrary to the provisions of this act, shall be deemed guilty of a misdemeanor and shall be subject to a fine of not less than five hundred dollars nor more than one thousand dollars for each and every offense; and any railroad employe injured by such engine, train or car in use contrary to the provisions of this act shall not be considered as waiving the right to sue and recover damages for personal injuries by having remained in the employ of such corporation, company, or person running such engine, train, or car contrary to the provisions of this act: and in any civil action brought against such*

corporation, company, or person by any employee thereof for damages resulting from a personal injury received by the plaintiff in the coupling or uncoupling of cars, or from a lack of such proper and efficient automatic brakes as contemplated in this act, while in the employ of such corporation, company, or person, if it shall be established by evidence upon the trial that either of the cars which the plaintiff was endeavoring to couple or uncouple when such injury was received was then and there in use by the defendant in violation of any of the provisions of this law, the fact that the injury to the plaintiff was caused in whole or in part by the neglect or carelessness of any other of the defendant's employes, or that the plaintiff's negligence or carelessness contributed to the injury, shall not be any defense to the action or received in evidence, but that one of said cars or engines was then and there in use on said railroad, contrary to the provisions of this act, shall be deemed conclusive evidence of gross carelessness on the part of the defendant.

SEC. 6. That it shall also be the duty of the Interstate Commissioners to require all corporations, companies, and persons engaged in interstate commerce as common carriers to report annually under oath the number of cars used in such commerce, and what number equipped with automatic couplers, such as are contemplated in this act, and what kind and the number of each; also the number of engines used in such commerce, and the number equipped with a "driver brake," and the kinds and number of each used; and also the number of cars equipped with power or automatic brakes, and the kind used, and the number of each, all of which shall be included in their annual report.

SEC. 7. That whenever any railroad company, corporation, person, or persons engaged in the transportation of interstate commerce on any railroad shall have equipped their rolling-stock, either prior to or by the time of the dates fixed in this law, with such automatic safety appliances as contemplated in this act, such corporation, company, person, or persons may lawfully refuse to receive cars for transportation over their own lines, or for switching purposes, from lines of connecting roads that are not equipped with such automatic safety appliances as will work, interlock, and interchange automatically with the system of automatic couplers and brakes in use on its own rolling stock.

SEC. 8. That this act, being deemed of great immediate importance, shall take effect upon its approval by the President.

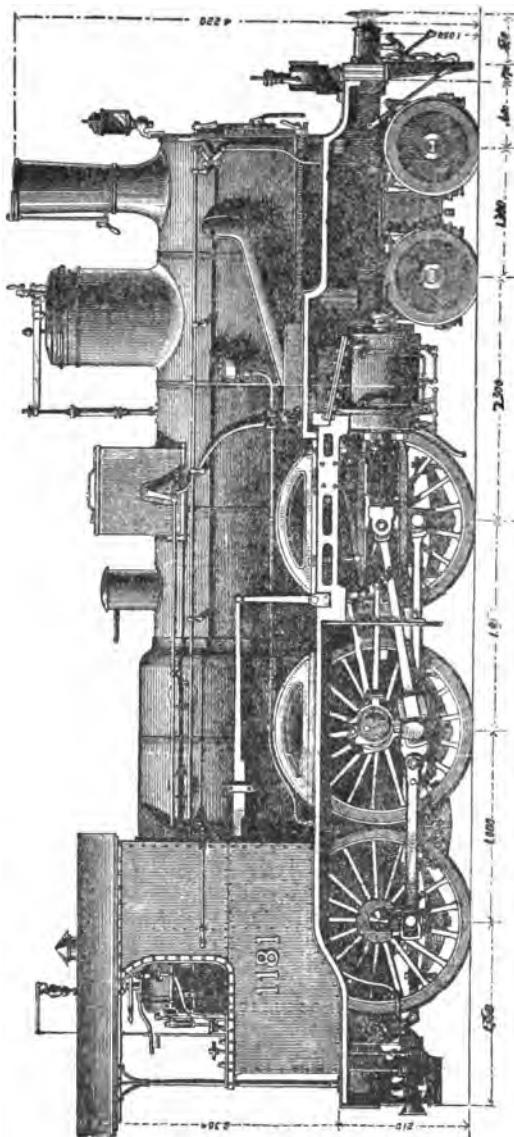
An Italian Ten-Wheel Locomotive.

[Engineering Journal.]

The accompanying illustration, from the London *Engineer*, shows a locomotive with six drivers coupled and a four-wheel truck, designed for the Italian Mediterranean Railroad by Commendatore Frescot, Chief Engineer of Motive Power of that road. It was specially intended for working the through passenger and fast freight trains on the Company's line between Genoa and Alessandria, which has some heavy grades on the section crossing the Appenines. The through passenger trains are required to make a speed of 50 km., or about 31 miles an hour; on this section, which includes one grade about 14 miles long of 91 ft. to the mile, with several curves of 984 ft. radius. The first engine of this type was built at the Company's shops at Turin, and proved so successful that forty more have been built with but slight modifications from the original locomotive.

The boilers of these engines are 60 in. in diameter of barrel and 18 ft. 6 in. in length over all. They have 203 tubes 2 1-16 in. in diameter and 15 ft. long. The fire-box is 7 ft. 8 in. in length and 3 ft. 3 in. in width. It is on the Belpaire system, the flat crown-sheet being connected to the outside shell by wrought-iron stays. The fire-box is of copper and the tubes of brass. The grate area is 24 sq. ft., the fire-box heating surface 114 sq. ft., and the heating surface of the tubes 1,600 sq. ft. The grate is inclined. The usual working pressure carried is 150 lbs.

The cylinders of these engines are 18½ in. in diameter and 24½ in. stroke. The slide valves are on top of the cylinders, and the valve-motion is all outside. Gooch's valve gear is used, with screw reversing gear. The piston-rods, cross-heads, and connecting-rods are all of steel, and metallic packing is used in the



TEN-WHEEL LOCOMOTIVE, MEDITERRANEAN RAILWAY, ITALY. (See Page 325.)

stuffing-boxes. The piston-rods are screwed into the iron pistons.

The driving-wheels are 5 ft. 6 in. in diameter, and the total rigid wheel-base is 13 ft. The four-wheel truck has wheels 33 in. in diameter, placed much closer together than is usual in our practice, the cylinders being, as shown, entirely back of the truck. The total wheel-base of the engine is 24 ft. The axles and tires are of steel, and both driving-wheels and truck-wheels are of wrought-iron.

As is usual in European practice, the frames are of the plate type, the plates being $1\frac{1}{2}$ in. thick. They are braced together by several cross-stays, two of which, under the smokebox, carry the bearings for the truck.

The engine has a blast nozzle, with valve for increasing or diminishing the area of the opening. It is provided with the Westinghouse air-brake and with driver-brakes. There are two Friedman injectors for supplying the boiler. The cab is of sheet-iron, and the dome is placed on the forward end of the boiler.

The chief peculiarities of the engine to our eyes will be the position of the valve-gear outside and the carrying of the cylinders back of the truck. This seems to be a somewhat awkward arrangement, requiring a long steam-pipe, with a considerable portion outside of the boiler.

The tender is carried on six wheels of 44 in. diameter, with inside axle-boxes, and has a capacity of 2,200 galls. of water and $3\frac{1}{2}$ tons of coal. Its total weight is 15 tons empty and $28\frac{1}{2}$ tons loaded.

Heavy Mason-Farlie Locomotive for the Central Mexicano.

[Locomotive Engineer.]

Our large illustration this month shows one of five heavy Mason-Farlie locomotives recently turned out by the Baldwin Locomotive Works for the Mexican Central road. These engines have the frame of the tender

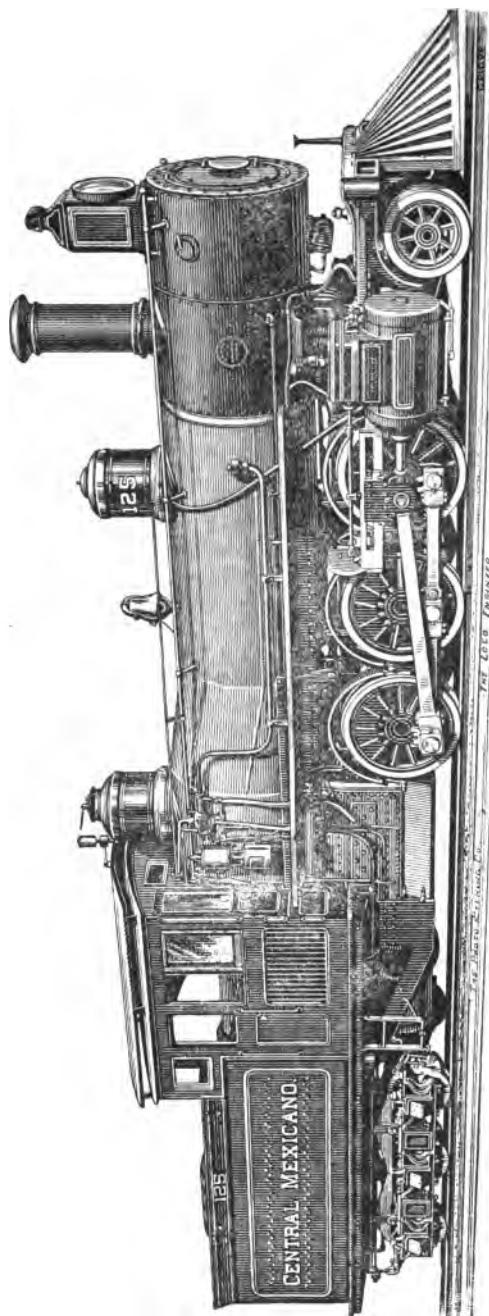
fastened solidly to the fire-box and boiler, the slab frame extending ahead just under the running board to the heavy center casting under the boiler, as shown. To those not familiar with the Farlie engine it may be necessary to state that the engine is separate from the boiler, and can move under it, just as a truck of a car can move under the car body. There is a heavy saddle casting bolted to the center of the barrel of boiler, that rests on an immense casting across the frame of the engine.

The steam pipe comes down through the bottom of the front end, and has a ball joint between it and a pipe that extends back almost to the center casting; here is another ball joint—held together with coil springs—that joins a return pipe to the cylinder saddle, where it joins by another ball joint.

The exhaust nozzle extends up into the arch through a slotted casting, the slot being covered by a slide that fits up against it, held by springs; this slide is tight around the nozzle, and will admit of considerable movement without opening the front end to the atmosphere.

In rounding a curve, the steam pipe opens out, like a pair of lazy tongs, and keeps up the supply of steam, and the engine is enabled to dodge around under the boiler as much as the truck does under the tank.

In these engines the regular shifting link motion is used, the tumbling shaft shown being fast to the boiler, and connected to the tumbling shaft proper by ball joints. These engines are equipped with the clumsiest and meanest reversing gear we have ever seen—the rack and pinion style. There is a quadrant, cut full of small teeth, the reversing lever comes up just under this quadrant, and forks around it, journaled in the forks, and meshing into the teeth in the quadrant, is a small pinion, and on an extension of its shaft a hand-wheel—



MASON-PARKIE LOCOMOTIVE. (See Page 327.)

like a brake wheel—about one inch across, is provided to turn the pinion. On a projection of the forked end of lever, and ahead of this hand-wheel, is a smaller spoked wheel, on a set-screw, which is used to hold the lever where wanted. The device is very unhandy, requiring both hands to set it, and is slow. The common reverse lever is at once the simplest, quickest, cheapest and safest device for reversing a locomotive engine, occupying less room, and requiring less care than other devices.

These engines are exceptionally neat, well designed, and well finished; they are very large, and set up high; the boiler head in the cab is lagged, and every improvement at hand. On top of the cab, and raised above the roof some six inches, there is a corrugated iron roof, or canopy; we suppose this is to make the cabs more endurable in the heat of a Mexican summer.

This class of engines are noted for their easy riding qualities, and the cabs are particularly comfortable in winter; there is no pounding between engine and tender, no draw gear to break, no water or air hose, and no gangway, but there are objections to them in their great length, the flexible steam pipe, etc. Like all other railroad devices, they have their advantages and disadvantages.

The Gulf Stream.

[Written for the JOURNAL.]

Of all the ocean currents that swim the immensity of the seas, the gulf stream is the most wonderful in its mystery and utility. It is certainly the most important and the most interesting, and perhaps the best known of all the others.

These currents, in their connected systems, are limited only by the shores of every clime. In their strange and regular movements from the equator to the poles, and from the poles back to the equator, never

ceasing in their tireless flow which strikingly reminds us, and to which it has been aptly compared, of the harmonious circulation of the blood; with this difference, that while we know that the pulsations of the heart give the blood that circulation so necessary to life, science cannot with the same confidence of a truthful solution, explain the causes that lead to the movements of these ocean rivers. Indeed it is claimed, and not without reason, that the existence of one is as essential to life as the other.

In seeking the origin of these currents there are three important factors to be considered, the winds, the rotation of the earth upon its axis, that whirls at the equator at the rate of 1,000 miles an hour, and the laws of hydrodynamics.

The gulf stream takes its name from the Gulf of Mexico, out of which it flows between the coast of Florida on the one side and that of Cuba and Bahama Islands on the other. Its breadth at the narrowest part is about 50 miles; pouring along at times with a velocity of five miles an hour, like an immense torrent. Its direction is along the American coast, gradually widening its volume and diminishing in momentum, until nearing the island and banks of Newfoundland, when it sweeps across the Atlantic and divides in two parts in mid-ocean, one of which turns eastward towards the Azores and the shores of Spain, thence down the coast of Africa to the islands of Cape Verde; from there it again crosses the Atlantic back to the Gulf, making a complete circle, while the other leaves the shores of Ireland, passes down the coast of Norway and tempers the Arctic climate of Iceland and Spitzbergen, even reaching the wild and desolate shores of Nova Zembla. Its waters are of a deep indigo blue, whose boundaries are sharply

defined against the light green of the seas through which it passes in its earlier course. It abounds with masses of sea-weed and myriads of fish seek the warmth and food of its current. As this great stream flows out of the Gulf of Mexico, it has a warmth of 84 deg. in summer, being 4 deg. higher than that of the ocean at the equator. Ireland, England and Scotland and the northwestern coasts of Europe, at a distance of 4,000 miles from the Gulf of Mexico, are bathed with waters heated under a tropical sun, and thereby have their temperature raised in winter about 30 deg. above the normal temperature of their latitudes. In mid-winter off the inclement coasts of America, between Cape Hatteras and Newfoundland, ships beaten back from their harbors by fierce northwesters, until loaded down with ice and in danger of foundering, turn their prows to the east and seek relief and comfort in the gulf stream. The edge of the stream is marked by the water suddenly changing from green to blue, the climate from winter to summer, and this change is so sudden, that when a ship is crossing the edge, a difference of 30 deg. of temperature has been marked between the bow and the stern.

Ireland is indebted to no small extent to the gulf stream for its mild and uniform climate and for its bright and beautiful perpetual green that adorns its shores down to the kissing of the spray.

The soft climate of Scotland with its perennial verdure, is in the same latitude as the frozen and inhospitable coast of Labrador. One receives the vivifying influence of the gulf stream and the other does not. From observations made by the British ship Challenger in 1873, in that part of the stream between Bermuda and New York, it was found to be about 100 fathoms deep, and 80 miles in width.

Ignatius Donnelly in that scholarly work of research, Atlantis, accounts for the gulf stream by the disappearance of the great island of Atlantis with its vast projections. When these connecting ridges extended from America to Europe and Africa, they shut off the flow of the tropical waters of the ocean to the north; it was impossible for the currents of the South Atlantic, if any had then existed, to pierce the land-locked ocean of the north, that forever and incessantly carried its millions of gigantic icebergs crashing against the shores of Northern and Western Europe. This was the glacial period, the cause of whose existence science has failed to explain. When the barriers of Atlantis had sunk, permitting the natural expansion of the heated water of the tropics to the north, the ice and snow which covered Europe gradually disappeared, and the gulf stream was created, carrying its wonderful heating qualities in its course, changing the very climate of Europe, and making gardens where previously measureless fields of snow and ice had slept for ages. The circular motion given to the gulf stream at its inception it retains; it is of incalculable value to commerce and navigation, and, according to Maury, the famous American navigator, it is the creator of that curious sea of weeds, the Sargasso, in mid-Atlantic. This opinion is now generally admitted as the most reasonable. There are three other similar collections of sea weed and made by similar causes: one in the Indian Ocean, one in the South Atlantic and one in the North Pacific. These weeds picked up in the tropics in immense quantities, would otherwise be carried by the force of the winds and currents, and thrown upon the shores of Europe, Africa and America to decay and putrefy, spreading disease and pestilence throughout the land; but the gulf stream,

like the rotary motion given to a cup of tea, that forces all the floating particles to the center, keeps this mass continually in mid-ocean, to be preyed upon by multitudes of small marine animals that accompany it, and who in their turn are devoured by the fishes. The gulf-weed is eaten in China and in other parts of the East. It is used in salads and as a pickle.

Running deep inside, as it were, and counter to the gulf stream are submarine currents from the north polar seas, taking the place of the heated waters that are carried from the tropics. A similar process takes place from the Antarctic Ocean to the equator, completing a marvelous system of moving the waters of the globe and of great interest and instruction to the student of navigation.

TIM FAGAN.

Books Received.

We are indebted to Fowler & Wells Co. for a copy of the "Self Instructor in Phrenology." It is an interesting and instructive work of nearly 200 pages and contains over a hundred cuts illustrative of various characteristics of human nature. The book is sent by mail, postpaid, paper binding for 50c; fine cloth, \$1. Fowler & Wells Co., 777 Broadway, New York City.

* * *

Brick Pomeroy, the genial humorist, has favored us with a copy of the "Journey of Life." It is a bright, interesting volume of some 200 pages, written in Pomeroy's characteristic style and is a pleasant companion for idle half hours. Paper binding, 50c. Advance Thought Co., New York City.

* * *

"Poems by Shandy Maguire" found its way to our office recently. This delightful little volume of 400 pages deserves a place in the home of every railroad man who has any

taste for the highest class of railroad literature. A few extracts which speak their own recommendation may be found in the first pages of this number of the JOURNAL.

* * *

The most useful, interesting and instructive work for railroad men that has come under our notice is "Air Brake Practice," by Supt. J. E. Plelan. It is a practical treatise on the air brake and its operation and is meant for the education of the practical railroad man in matters pertaining to its construction and use. A very interesting feature of the work is two large plates of diagrams showing in detail the construction of the brake and the operation of its intricate mechanism. In this little volume of a hundred pages there is information that should be possessed by every trainman and without which his railroad education is by no means complete. Typographically, the book is all that can be desired. It is published by the Locomotive Engineer, 96 Fulton Street, New York City. Price \$1.25.

THE common "cow-catcher" attachment to a locomotive is about the only article of universal use, says a Western paper, that was never patented. It was invented by D. B. Davies, of Columbus, Ohio, still living and quite aged. He borrowed the idea from the mole-board of the plow, which is used to throw the soil to one side, but was so busy he neglected to patent it until it was too late. It is in use to-day as originally invented by Mr. Davies, without deviation or change from the original plan, and has saved millions of dollars to railroad companies, and probably thousands of lives, but not a penny to the inventor.

Most people would succeed in small things if they were not troubled with great ambitions.—*Longfellow.*

Humor.

"A little nonsense now and then
Is relished by the wisest men."

More Than He Bargained For.

Agent—“In default of the last ten cent installment, I shall have to take the spring bed.”

Mrs. Finlin—“It's been that har-r-d t' shleep on, we had t' use it t' kape Nayro in his box. Tek it, an' much good may it do yez!”—*Puck*.

THE stove dealer generally has a grate range of ideas.—*Binghamton Republican*.

A RATHER cynical toast ran thus: “Woman—She requires no eulogy; she speaks for herself.”

“YOU have a bright future before you,” said the young woman who told fortunes at the church fair.

“Right,” replied the traveling man whom she addressed. “I start on the road tomorrow for a stove polish firm.”—*Merchant Traveler*.

CLOCK DEALER—“Here is a fine clock, sir; a good time keeper, an eight-day clock, and only fifteen dollars.”

Mr. Snagharrow—“Yaas, it's a putty fair lookin' clock, mister, but I want a clock thet's good for more ner eight days at thet price, I do, by gravy!”—*The Jeweler*.

The Way of It.

There were four or five men in a knot, and they were discussing a candidate who had been elected.

“I'm sorry he got there,” said one.

“So am I,” added a second. “He's a dangerous man.”

“He ought to be tarred and feathered instead of holding an office!” exclaimed a third.

“Yes, and I'd like to put on the tar!” shouted a fourth.

At that moment the man came around the corner, smiling with delight and both hands ready for shaking, and as he halted he said:

“Well, boys, I got there.”

“You bet you did!” shouted the four in chorus.

“And I want you to drink with me.”

“You bet we will! Hurrah for you!”

And they drank his beer and said they had rather seen all the rest of the ticket defeated than to have him get left.—*Detroit Free Press*.

Correcting a Prayer.

It was Elder Buzzell who called on a worthy deacon to open a meeting with prayer, says the Lewiston, Me., *Journal*, and was surprised when the good man began his petition with: “O Thou great, insignificant God.”

“Omnipotent, brother; you mean omnipotent God,” whispered the horrified pastor.

“Huh!” ejaculated the surprised suppliant. “What's that you say?”

The preacher repeated the correction, whereupon the deacon continued his prayer to a great length, and concluded as follows:

“Finally, Lord, bless our educated parson. Stuff him with religion as well as with words; break him of the habit of fault-findin', if possible, and at the 'leventh hour gather him with the saints in Thy kingdom.”

Elder Buzzell, who was fond of telling the story, always ended by declaring that it was his first and last attempt at correcting the speech of his brethren.”

Woman's Department.**A Lady Lawyer.**

MISS CLARA E. M'KNIGHT.

The Ironton correspondent of the Cincinnati *Enquirer* writes as follows of a lady lawyer of that city:

"Miss Clara E. McKnight, the 18-year-old daughter of H. D. McKnight, and the well known pension attorney of this city, was born in Russell, Ky., opposite this city, where the family were temporarily residing, the McKnights all being simon-pure Buckeyes. Miss McKnight attended the village school until 1885, when her father again returned to this city, where Miss Clara attended the Ironton High School for four years. About a year ago R. D. McKnight, her brother, resigned his position in his father's pension office to go to medical college, and Miss Clara became the confidential clerk of her father.

"So diligent was she in studying the details of the extensive pension business conducted by her father that she soon mastered every department, and is quite an authority on pension decisions made by the Department, and can readily quote nearly all the important laws pertaining to the business.

"The picture herewith is a fair one, but does not do justice to Ironton's pretty and accomplished young lady pension attorney."

IT is estimated that two hundred thousand girls and women are employed in various trades in South London.

SIX women are employed as detectives on the London police force.

MRS. IDA A. HARPER, well known by her work in the Woman's Department of the *Fremen's Magazine*, is now announced as the managing editor of the Terre Haute *Daily News*.

MRS. FRANK LESLIE, who made a reputation by successfully managing a great publication, says that a woman's best elements of success are "good health and steady nerves."

THE girl who can't succeed with the piano because she has "no ear for music," will find that no drawback in learning to "play" on the typewriter. Such an accomplishment may not be quite so æsthetic, but music that chords with the jingle of dollars is not to be despised.

MISS JENNIE DUTTON, first soprano in the Fifth Avenue Baptist church, New York, receives \$37.50 for each service. She also sings at concerts, which gives her an income of \$5,000 per annum. A still more interesting fact is that she educated herself and paid \$8,000 for the training.

THE empire of India is by no means so benighted as some good people would have us believe. Woman is being estimated at her true worth—a positive evidence of intellectual progress. The fact that a large number of ladies are studying the science of medicine in the universities there is a very significant one.

SELLING a wife is not always a bad thing. Not long since Henry Strauss, of Chicago, paid Fritz Lander \$100 to release his wife from matrimonial bonds. She then married Strauss, from whom she had been separated something after the Enoch Arden style. As Lander is as much pleased with the transaction as anyone, it is safe to presume that it is a good bargain all around. But Herr Strauss must feel rather cheap traveling homeward with a hundred-dollar bride.

Domestic Economy.

A man who'd lead a happy life
Must hand his earnings to his wife,
And let her, with a woman's sense,
Pay out and plan the home's expense.

He'll save himself a world of care;
He'll have far more to eat and wear;
So will his wife, who'll also lay
By something for a rainy day.

The pennies, man will never prize,
Are big as dollars in her eyes;
She weighs each well before it's spent
Aud when they're gone, knows where they went.

A woman asks: "How much," before
She buys, and not a fraction more
Than what she orders will she take;
And always counts the change they make.

A man, afraid of seeming mean,
And vainly hiding that he's green,
Won't ask the price at all, and buys
Whatever meets his eager eyes.

Then, grandly throwing down a bill,
He, victim of the tradesman's skill,
And paying twice the right amount,
Pockets the change he fears to count.

The money that a husband earns,
Kept in his pocket, always burns,
And till it's squandered, lost or lent,
He, somehow, never feels content.

Man's forte's to earn, but not to spend;
His wife's ambition, too, will end
If she sees money slip away
With debts increasing day by day.

So he who'll wisely lead a life
Of perfect bliss will let his wife
Be treasurer, as nature meant,
And owe no man a single cent.

—H. C. Dodge, in *Goodall's Sun*.

AN exchange says:

"Mrs. Talmage, wife of the celebrated preacher, is said to be the financier of the family. It is she who makes all the doctor's engagements and does his banking business."

There are some Chicago people who think it would be an excellent thing if she would also write his lectures and do his preaching.

DURING the last fifty years the evolution of woman has lifted her out of a legal relation to man, which was that of a servant to a master, or a ward to a guardian. To-day she stands by his side a disfranchised citizen. Every step of her advance from

slavery to her present partial freedom has been hotly contested. . . . Every rag of prejudice and every threadbare scrap of objection are brought into requisition when women demand their rights, although they have been shriveled a hundred times in the scorching fires of the last forty years' debate.

There can be no possible back-set to the movement for the complete enfranchisement of women. Persons, not sex, have to do with human rights and just government. Penalty and privilege under the laws must bear equally upon man and woman. Not one rational argument can be adduced to sustain the position based only on traditional prejudice and barbaric customs, that man and woman are not individually equals in every office of human life, social, religious or political. Being equals as subjects of law and government, each must at all times be entitled to equal voice and ballot.

—*Jamestown Sun*.

Opinions on the Ballot.

I BELIEVE that the great vices in our large cities will never be conquered until the ballot is put in the hands of women.—*Bishop Simpson*.

THE ballot opens the door for every true and needed reform for women, because the ballot is the great educating power.—*Edward Eggleston. D. D.*

I FULLY believe that the time has come when the ballot should be given to woman. Both her intelligence and conscience would lead her to vote on the side of justice and pure morals.—*Bishop Hurst*.

WE need the participation of woman in the ballot-box. It is idle to fear that she will meet with disrespect or insult at the polls. Let her walk up firmly and modestly to deposit her vote, and if anyone ventures to molest her, the crowd will swallow him up as the whale swallowed Jonah.—*Henry Ward Beecher*.

THE ballot confers power on those who are endowed with it, and power always commands respect. To be weak is to be miserable, and the enfranchised woman will be more respected than ever before. A gentleman is always courteous, and a boor is always a boor, and from gentlemen, women of no condition have aught to fear.

—*Alice Stone Blackwell*.

An Evil of American Daughters.

A beautiful young lady asked me recently if I liked her new hat as well as one she had been wearing previously.

Truth compelled me to say that I did not.

"Neither do I, and it is all mamma's fault," she exclaimed, while an irritated expression dashed all the beauty from her face, as a whirlwind of dust covers the beauty of a rose tree.

"You never saw such a woman as mamma is to shop with," she continued. "The very first thing I try on, she exclaims, 'Oh, that looks lovely on you,' and she never can discriminate and choose, and so I buy the first one I look at, and after I get home I find I do not like it at all. I told mamma to-day how I despised this hat, and that it was all her fault!"

"What did she reply?" I asked.

"Oh, she said she was always in fault for my misfortunes according to my way of looking at them, and then she had an injured air, and, of course, it was no use talking about it, so I came away."

"Has it ever occurred to you," I inquired, "to stop and analyze your mother's feelings and motives toward you? You are her only daughter, and she has always worshipped you. You are always beautiful in her sight. She can only wish to please you, and to save you trouble. She can have no desire to annoy or disappoint you. From your cradle to the present day she has had no wish but for your happiness and success. Night after night she has been broken of her sleep to watch and care for you. It was the proudest hour of her life when she saw you developing into a beautiful young woman. What do you suppose can be her feelings now when she hears you speak such sharp, sarcastic or selfish words as you have just related to me? How poorly repaid must she find her life of devotion, how inexpressible must be her sense of disappointment!"

"I never thought of that before," said the young lady soberly.

I begin to think that the average American daughter "Never thought of that."

Last summer a friend of mine occupied a room at a fashionable seashore resort, next to one used as a parlor by one of the belles of the season, and her mother.

My friend had first observed the two ladies in the dining-room, and on the verandas, where the mother's devotion to her beautiful daughter was marked and noticeable. An indifference to this devotion and an occasional expression of petulance marred the beauty of the daughter's face in the eyes of my friend. Had this beauty become absolute ugliness when she heard the young lady's manner of speech to her parent through the thin walls which separated the two rooms?

"I have been so worried about you, dear," said the loving mother one day when the daughter returned from an unusually long equestrian excursion. "I was so afraid something had happened to you."

"I wish you would not make such a fool of yourself," was the hateful daughter's reply. "I guess I know enough to take care of myself if I am out of your sight."

"Do take this shawl, dear; it is so damp on the veranda," urged the mother as the daughter went out of the room later in the day.

"You attend to your business and I will attend to mine," was the reply of the belle as she slammed the door behind her.

A few moments later she was dispensing smiles to a circle of butterfly adorers, not one of whom would have sacrificed an hour of comfort or pleasure for her sake, while the mother, who would have died for her, was left with the memory of her cruel, unfeeling words to keep her company.

A remarkably handsome and gifted young lady sought my acquaintance some two years ago, to consult me in regard to the professional use of her talents.

Young, beautiful and gifted, she attracted me strongly, and the acquaintance continued, at my request. Her mother called upon me and with tears in her eyes thanked me for my interest in her beautiful darling, who was an only child. But before the acquaintance was many weeks' old, its death blow was struck for me; and my in-

terest and admiration merged into amazement and disgust at the daughter's disrespectful treatment of her doting parent.

She contradicted her mother's statements on almost every subject; interrupted her in conversation without an apology, and showed such ill-humor over trifles, that I felt called upon to rebuke her. Whereupon the mother begged me to overlook the "dear child's petulance, as she was not well!"

A foreign lady of good birth and breeding, who has for a year past been in our country, expressed herself to me recently upon this subject—

"The disrespect which children of all ages show their parents in America shocks a foreigner more than any other one thing in your land, unless it is the way men spit upon stairways and in public conveyances," she said. "I never could have believed it true if I had not seen and heard these things myself. I have met scores of your best families intimately; I have traveled extensively, and I have passed two summer seasons at the best resorts, and everywhere it is the same! American children are impudent and bad mannered, and the way your American daughters treat their mothers, is especially shocking to a foreigner. I have found the gentle, respectful, devoted daughter to be the exception, not the rule, in America."

I could not dispute the lady's statement, for I had been too frequently pained by this same observation myself.

I have seen mothers who have sacrificed youth, appearance, health and comfort in the effort to save money to educate and dress their daughters, browbeaten; crushed and virtually ignored by their daughters in return for it all.

The American girl is taught that she is a young princess from her cradle to the altar. It is a great misfortune when she forgets that the mother of a princess must be a queen, or queen regent, and should be so treated.

I am always sorry when I see a young mother trying to save her little daughter trouble by anticipating every wish, and waiting upon her. As a rule such daugh-

ters grow up to think it their right to be waited on, and to regard their mothers as upper servants. They seldom appreciate what is done for them, but are quick to resent any neglect.

On the contrary, children who are taught to wait upon their parents, and who are brought up to regard the parents as their superiors, are almost invariably respectful and grateful in the home circle.

Let a mother ask a child to do all sorts of errands for her, and no matter how busy the child is kept, if the mother expresses gratitude and appreciation, the child feels repaid and finds a delight in the thought of relieving the parent's cares. While a child that is courteously waited on, almost invariably becomes a petty tyrant and exactor. They take it as their right, and have no comprehension of the sacrifices made for them.

If every one of us devoted a life of fifty years' duration to a mother, we could scarcely more than repay for the soul, brain and body strain we caused her the first ten years of our lives. Of course I am speaking of the true, good mother. I know there are exceptions to the rule—there are cruel, heartless and unnatural mothers. I have known mothers who were jealous of their own daughters. I know a mother who lives in luxury and uses all her income in frivolous dressing and pleasures, while her fair, fragile daughter works in a dusty office all day long. But, as a rule, the American mother is loving, devoted and self-sacrificing and self-effacing, and she needs to assert herself and to command more respect from her too often unappreciative and thoughtless daughter, who must herself become a mother in order to comprehend the great wrong she has committed to her own.—*Ella Wheeler Wilcox in Ladies' Home Journal.*

IT is worthy of note that just in the proportion that a nation is civilized do its citizens cheerfully accord to woman the most freedom. Among barbarians woman is but little better than a beast of burden. Among semi-civilized nations she rises to something better than a serf. In the best civilization of the day she has attained her largest liberty and highest degree of usefulness in the world's history. It is reasonable to suppose that in the coming century she will be universally acknowledged the exact equal of the "sturdy oak."

**THE RAILROAD
Trainmen's Journal.**

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IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

JUNE, 1890.

IT IS rumored that Grand Duke Nicholas and Prince George, eldest sons of the Czar, will visit America this summer. It is to be hoped that they will. It must be gratifying to prospective monarchs to observe how nicely the people can get along without them.

If Queen Victoria really retires from the British throne it is to be hoped that her son will not venture to be much of a king. The modern world is abundantly able to take care of itself and has not the least use for monarchs. The less they meddle with affairs and the nearer they come to being nobody at all, the better for the people. Six or eight million dollars a year is a pretty high price for a national ornament, but it would be well spent if it guarantees a monarch's silence, while the people are left to govern themselves.

A NUMBER of American newspapers have recently been making sport of the fact that all France has been thrown into a state of excitement because a Bourbon Prince violated a law of the Republic by returning to Paris and declaring his intention of entering the army as a private soldier. It is now the order of the day to say in a leading editorial that the whole thing was a farce, and that had the young man supposed he would have been allowed to enter the service as a private soldier, he would never have attempted the undertaking. The fact remains, however, that because a man is the son of a claimant to a throne is no reason why he may not possess manly aspirations. There seems to be

no good reason to believe the Prince was not acting in good faith; and such being the case he is entitled to as much honor for his patriotic devotion to his country as any citizen of the Republic.

A CORRESPONDENT in the May number of the JOURNAL calls attention to the fact that the constitution of the Brotherhood forbids the discussion of politics in the lodge room. It requires but little thought to reach the conclusion that there is a great deal of power in the vote that every citizen is entitled to cast, and that to know how to use it to the best advantage, is certainly a very desirable thing. It seems reasonable to take the ground that so long as men have the power to change by their ballots any laws that may be in existence, they have no right to complain of laws they do not approve. Not only a majority, but a vast majority of the ballots in the country are in the hands of the laboring people. If they have not the good sense to educate themselves upon political questions, and also the courage to use their political power for their own benefit, what reason have they to suppose that persons who have not the interest of labor at heart will ever trouble themselves about it? The question which our correspondent raises is one that ought to be thoroughly discussed.

THERE are two ways to be radical. A true radical is he who has both sense and courage; who sees that there are reasons for the wrongs which exist—that they are the vanishing shadows of past barbarities—that customs and systems rather than men are to blame, and that individuals should not be assailed just because they belong to a certain class. He reflects with sorrow on the injustices which prevail, but knows that only time, patience and argument can change conditions. He believes in peace even to the line of sacrifice and looks upon the strike as a weapon of last resort, to be used only in dire necessity. He believes in forbearance even to the point where further patience is imprudent,

but no timidity prevents him being aroused to righteous indignation by acts of flagrant injustice. He believes that we should follow where reason leads, and above all he believes in constant progress.

The other style of radical—the one who has given radicalism a bad name—is the shortsighted man who sees only that there are wrongs and not how they may be abolished. Failing to understand the circumstances which produced objectionable conditions he is unable to proceed intelligently. He does not look to "the power behind the throne" but springs at what is visible. He acts with impulse rather than reason. Like a man caught in quick-sand he becomes violent to his own detriment. He rants and rails on all occasions, looks with suspicion on what he does not understand, considers every capitalist his personal enemy, and generally succeeds in retarding the cause instead of advancing it.

To be progressive and yet moderate, to be earnest but sensible, to be firm but reasonable, to be exacting but fair, to be aggressive but just, to cheerfully grant everybody their rights but to courageously demand your own—that is true radicalism.

Will They Reform?

In view of the fact that some of the anti-striking organizations will soon hold their national conventions, considerable discussion is being indulged in regarding the propriety of changes in their constitution that will put them in a position to work harmoniously with other labor organizations. It is certainly very encouraging to know that in the ranks of the anti-striking organizations there are a large number of persons who see the necessity of a reformation in this respect, and who have the courage to staunchly advocate such a change. It is a very easy matter to understand that the more unitedly the entire number of labor organizations act upon this question, the more beneficial will be the result upon the wage system of the country. It may sound very independent to say that we can afford to ignore those orders which do not fall into line, but nevertheless it is the

policy of wisdom to have them with us if such a thing is possible, and the question should be persistently agitated until the weakness of the anti-striking constitution is clearly shown.

Some of the divisions of the O. R. C. issued instructions to their delegate to the Rochester convention to work and vote for the desired change. There seems to be a general feeling of uneasiness in the order and it is given out on good authority that the grand officers are by no means united in supporting the anti-striking clause of the constitution. The same agitation is noticeable in the ranks of the Railway Telegraphers. A member of that order in a recent communication to the *Railway Service Gazette* says: "The Grand Division of the Order of Railway Telegraphers should, at their next annual session, cancel the non-striking clause of the constitution and should make immediate overtures to the B. L. E., B. R. T., B. R. C., B. L. F. and the S. M. A. A. to effect a federation." This writer complains of the bitter wrongs that telegraphers are obliged to suffer. "Is there any reason on earth," he demands, "why we should not be paid for over time, or why we should have to work fifteen or twenty hours per day?" He sets forth in detail some of the impositions and the humiliating conditions with which the members of that order must contend and argues with excellent logic that the only possible means of protection is organization upon a striking basis. Not, he says, that he wishes to be considered an advocate of the strike or that he wishes to see the order declare hostility to capital with little cause; but simply as a matter of protection and to secure fair treatment.

How many members there are in these two orders who really object to the anti-striking clause it would be impossible, of course, to determine. But there is good reason to believe that, however small the number may be, they have such excellent grounds from which to reason that the much desired reform they advocate will sooner or later become an accomplished fact.

The Eight Hour Movement.

The agitation to make eight hours the common working day is the most important general labor movement of the times and is one that should receive the hearty support of the whole people. It requires no deep reasoning to understand that as civilization advances, as mankind progresses in the art of harnessing the forces of nature, as labor-saving machinery multiplies and a man becomes capable of doing in an hour what formerly required a day, the hours of labor should decrease.

There are many things to recommend the eight-hour movement. The work to be done in the nation should be done sensibly and consistently. A certain amount of labor is to be performed, and it should be divided as equally as possible among the whole number of toilers. It is no more reasonable for a part of the American working people to remain in enforced idleness while another part have a long-hour day, than it would be for a majority of the crews on a division to "double" the road every third trip while the minority remained entirely idle. What reason is there in the laboring classes toiling ten or twelve hours a day, while there are thousands of laborers in the country idle but eager to work?

But the fact that a universal shorter work-day would employ the idle and thereby secure a more desirable distribution of wealth is only one of many things that recommend it to favorable consideration. One of its best points is that it gives the toiler a chance for intellectual improvement. Two hours more for recreation and mental cultivation for the millions who toil would be of incalculable value in advancing the civilized world. It is said that the percentage of insanity in America is appallingly high, and our medical journals are constantly discussing its rapid increase. The cause pointed out is simply over-exertion. The American people live too fast, work too hard, pursue the fascinating dollar too eagerly, and have been appropriately called "a nation of youthful gray-heads." Some objectors say that the

eight-hour day would reduce the producing power of the people, but experience contradicts it. Even if we ignore the fact that it would employ those now idle, it must still be remembered that actual tests have shown that a man can accomplish as much by working eight hours and resting sixteen as by working ten and resting but fourteen. If the enjoyment of life is to be considered, if happiness is the chief aim, it is clear that the eight-hour movement ought to succeed.

The present agitation for shorter hours may be called the second important movement of the kind in the United States. Sixty-five years ago working hours were regulated by the sun and men toiled while daylight lasted. But the radical element made bold to demand a ten-hour work-day and the conservatives, as usual, considered them insane. For fifteen years the struggle went on, carried forward by the courage of the few and opposed by the timidity of the many, gaining here and losing there, sometimes nearly crushed out by defeat and again cheered on by some successful strike, until finally in 1840 the President's official recognition made ten hours the standard work-day. Labor-saving devices have, of course, multiplied more rapidly since that time than for a half century preceding it, and since no one can deny the right of labor to participate to the largest possible degree, in such benefits to humanity, one is led to marvel that the eight-hour movement should meet with any opposition whatever.

In this connection it is interesting to note that no branch of labor in the nation is so much in need of shorter hours as the railroad service. While the ten-hour day has been in operation for the mechanics and nearly all classes of unskilled labor too, the railroad men whose service can be reckoned by the hour have been obliged to labor twelve hours or more for one day's pay. In fact, it is only by persistent agitation in the past few years that ten hours has been established in a few cities; and could ten hours be made a day's work throughout the railroad world it would be a long step ahead. That it should be

does not admit of argument. If ten hours is enough for ordinary labor it is surely enough for labor that has the additional wear of constant watchfulness. There is no reason on earth why railroad men should work longer hours than carpenters or masons and if the trades succeed, as they doubtless will, in finally securing the eight-hour day, it is only a question of time when the railroad vocations will follow. To look with envy and ill-will upon a fellow-laborer who is enjoying eight hours while we have ten would be the height of folly. The shorter time others work the more glaring becomes any injustice in that respect which we may suffer. It is simply impossible for any portion of the laboring people to advance without indirectly benefiting all the rest, and the sooner we learn this and come to understand that the welfare of each concerns us all, the sooner will we be in a position to enjoy to the fullest degree the products of our labor.

Did Federation Do It?

The *Engineers' Journal*, which as a general thing is strangely silent on most questions involving the interests of the laboring people, has departed from its usual course far enough to startle its readers with a couple of editorials. One of these, under the caption of "Justice," takes a very decided position against federation and expresses an opinion of such force as to lead one to believe that it is a mistaken idea to suppose that that worthy publication had entirely abandoned the idea of discussing labor questions. Among other interesting paragraphs which appear in the article referred to, is the following:

Of late a few publications in railway service and their friends are advancing ideas of federation which are very glowing in their description of benefits which may be obtained. Their endeavors to impress them upon the minds of the public, members of the B. of L. E., and those who may be undecided as to the proper course to pursue is, to say the least, deserving of a better cause.

It has been a well-known fact in labor circles that Mr. Arthur and the journal of which he is the editor-in-chief, have been

opposed to federation, but to those who have often commended the conservative course of the *Engineers' Journal*, the bitterness of this attack upon the advocates of federation will be something of a revelation. Whether or not the energy with which federation has been pushed by the magazines referred to has been expended upon an undeserving cause, is a matter which each reader must determine for himself. All that we desire to call attention to here is the spleen which prompts the *Engineers' Journal* to say "deserving of a better cause." Further on, this article in the official organ of the B. of L. E. refers to the Queen & Crescent settlement as by no means a triumph for federation, and it proceeds to give what it is pleased to call the facts in the case. It says:

At the time of the adjustment of the grievances on the Q. & C. there was not a single lodge of brakemen, not a single lodge of switchmen and only one lodge of firemen on the entire system of 1,159 miles of road.

It then proceeds to state that the B. of L. E. had eight divisions on said system, and argues that it was the power and influence of that organization alone which affected the settlement and that federation should not be credited with it at all. Now while we have no desire to enter into a dispute upon this question, we wish to say clearly and distinctly that the *Engineers' Journal* does not state the facts. At the time of the Queen & Crescent settlement, the Brotherhood of Railroad Trainmen had five good lodges in excellent condition on that system and the Switchmen had one that we know of, containing a membership of 100 men. The B. of R. T. lodges which we refer to are located as follows: New Orleans, Chattanooga, Birmingham, Meridian and Lexington. Since that time two others have been organized and were then practically in line: one at Covington and the other at Summerset. The Switchmen's lodge referred to is located at Birmingham, Ala. We regret that we are obliged to thus deliberately contradict the positive statement of the *Engineers' Journal*, but such a mis-statement of a case for the purpose of making an argument against

federation cannot be allowed to go unbuked.

In continuing its argument against federation, the *Engineers' Journal* endeavors to show that Grand Chief Arthur is entitled to the entire credit for the settlement at Cincinnati. It recites that Mr. Arthur "instructed Mr. Howard to seek an audience with the general manager," that he advised Mr. Sargent to address a letter to the officials, to which was appended the names of the four grand officers and that when this note was presented to the president of the Q. & C., he immediately granted the request; that Mr. Arthur was asked if the engineers had joined forces with the discharged conductors, and on being informed that such was the case at once consented to arbitrate. Just there the *Engtneers' Journal* stops; merely adding that it can with equal propriety with others claim that the engineers alone induced the Queen & Crescent to arbitrate. Now in addition to the facts that we above set forth to correct the statement of the *Engineers' Journal* regarding the available force of the B. of R. T. on that system, we wish to point out further a few facts for its consideration. It is mistaken, in the first place, in saying that upon seeing Mr. Arthur's signature to the letter referred to the company at once consented to arbitrate. On the contrary the company deliberated fully an hour over the matter before coming to that conclusion. Having, however, agreed to this, Mr. Arthur and Mr. Sargent immediately left Cincinnati. Now it was after this juncture of affairs that the best work in the settlement was done and done at a time when Mr. Arthur was not near the city of Cincinnati. Messrs. Wilkinson and Howard selected their man for the committee of arbitration; the company did likewise and the two having selected the third member, it was distinctly agreed that both sides of the case should be submitted in writing only, to the Board. But when the time came to present the matter the company failed to keep its part of the agreement and instead of having prepared its case in writing, it came to argue the

question, having its side represented by the company's chief attorney, the president and the general manager, the superintendent and two train-masters; the purpose being, of course, to attempt to garble the case to such a point that the real question at issue should be lost sight of and a settlement made favorable to the company. It was here that the chief executives of the B. of R. C. and the B. of R. T., unaided and alone, pitted against the officials of the company backed up by their attorney and having every possible advantage, were compelled to fight the battle alone and made the excellent settlement of which we spoke in a recent number of the JOURNAL, giving them due credit for their work and which has evidently aroused the ire of the *Engineer's Journal* because the whole honor was not conferred upon Mr. Arthur. We desire to be perfectly fair and just in the matter, but we do not see the propriety of the *Engtneer's Journal* feeling as though it were called upon to attempt to show the public that federation did not effect the desired result. The central idea of the entire article is to show that the power which compelled the Q. & C. officials to act as they did lay in the Engineers' organization only, and for this reason apparently the assertion is made that we had not a single lodge on the system.

The *Engineer's Journal* has a perfect right to try to convince the members of the B. of L. E. that federation is wrong and to prevent that organization entering the U. O. of R. E. if it can. It also has the right to say that the champions of the movement are displaying a spirit of energy worthy of a "better cause." But it certainly has no right to attempt to uphold the opposition to the movement by deceiving its members with an outrageous mis-statement of facts.

The Strike Question.

In April the JOURNAL noted the organization of the Brotherhood of Railway Telegraphers and offered a few friendly criticisms on the anti-striking constitution of the Order of Railway Telegraphers. The *Railway Telegrapher* replies to this at con-

siderable length and as we regard the question as one of much importance we reprint in full the reply:

The position of the Order of Railway Telegraphers as to the matter of strikes has been repeatedly stated in this paper, and it would seem as if it was a matter of useless repetition to repeat them at this time. Yet, our position having been criticised by organizations who believe in strikes as a means of redressing grievances, it becomes necessary that we should answer such criticisms, as we believe that no person in this advanced age should hold views for which he cannot give substantial reasons.

After quoting at length from the April JOURNAL the *Telegrapher* continues:

We are always glad to meet open criticism given in the spirit of friendliness, and especially are we glad to have the candid opinions of our brother organizations of railway laborers; and we can assure them that we are at all times ready and willing to express our views and our reasons for adopting the present principles of our Order.

The article in the *Telegrapher* March 15, from which the extract was made by the *Journal* was not intended as an argument, nor was it expected that it would be received as such, but the rather as a mere statement of belief. It is true that "I think so" is no argument, but when the "I think so" is based upon past history and indisputable facts it is certainly admissible to state a belief. The *Journal*, in criticising the editorial, has in a manner supplied its own arguments for our side, and then desires that we shall defend the positions which it places us in.

It is true that telegraphers are not paid salaries equal to the service performed; in some instances they do not even receive living salaries. But it is not true that our laws or principles virtually leave that question to take care of itself. The fact that such a state of affairs existed and that it was necessary to do something towards bettering the sad condition which existed at the time of the organization of our Order plainly shows the necessity of a combined effort for the improvement of these conditions. The *Journal*, as a matter of fact, has placed the O. R. T. upon a platform which would, to say the least, be puerile and contemptible. We can hardly think that the trainmen's official organ, representing a membership of laborers who are daily thrown in contact with our membership, can for one moment believe that the telegraphers who as a whole are as intelligent a body of men as are employed in the railway service, would assume and advocate such principles or support an organization which would advise its membership to submit to oppression and injustice. We believe that every class of laborers in this country should have the means of protecting themselves against oppression and injustice, and we further believe that it is to the interest of every person follow-

ing any particular calling to see that the interests of his fellow laborers are protected. So far our principles are the same as the Brotherhood of Railway Trainmen's and like organizations, but we differ as to the means of protection. We believe that for every telegrapher who to-day is working for a lower compensation than he should receive there can be found a cause or reason, which in nearly every case is not attributable to tyranny of employers or oppression, but to the fraternity themselves. The first necessary step, if this is true, would be to remove the cause, and this can only be done by a complete organization of that class and by their adopting a line of action which would, if lived up to, do away with the evil for which a remedy is desired.

The supposition that if a railway, or a number of railways, should conclude to reduce salaries even below the average now maintained, the members of our Order would, by reason of their connection with the O. R. T., be compelled to bow their heads in meek submission and say "we are glad to contribute our five dollars a month," is a caricature upon the intelligence of our membership. No man should be compelled by any organization to work for one dollar less or more than he wishes to. Laborers are contractors; they agree for a consideration to perform certain duties, and what that compensation shall be depends upon the will of the laboree himself. If he is willing to accept a compensation below what he should receive he has a perfect right to do so; if he desires more compensation for his labor he has a perfect right to demand it, and if it is not paid him he has an equal right to cease his labor and accept such positions elsewhere as he deems to his best interest; but he has not the moral or legal right to say to his employers that they shall employ him and none others but those who may meet with his approval, and at such a compensation as he may direct. Neither have his fellow-laborers any right to interfere with any contract that he may make with his employers; and so long as the parties to the contract are mutually satisfied with their agreement no person should have the right, either vested or otherwise, to nullify that contract. This point has been decided by our courts of justice time and again, and we believe it to be the true principle which should govern all organizations of labor. That grand old document, the Declaration of Independence, which our esteemed contemporary quotes, is undoubtedly the greatest and best guide which our labor organizations can adopt, and the declarations which are made therein are embodied and endorsed in the principles of the O. R. T. "We hold these truths to be self-evident: that all men are created free and equal; that they are endowed with certain inalienable rights; that among these are life, liberty and the pursuit of happiness."

We believe that any employer or employee who is denied these sacred rights is oppressed; and it

is to prevent such oppression that we are organized, not by compulsion but by protection. The protection which the Order of Railway Telegraphers holds out to its membership is not that we will promise to leave positions which are perfectly satisfactory to ourselves; leave the service of employers who have given us personal justice and who have fulfilled their contracts with us like men, in order that our brother may be righted but, the rather, that we will give every aid to him who suffers injustice, financial or otherwise. Does our esteemed contemporary not think that this is manly action? Does he think that an organization having such principles is unworthy the good will and esteem of the class of laborers which his organ has the honor to represent?

Perhaps we may have misunderstood the attitude of the *Journal* when, after quoting the Declaration of Independence it says:

"*The Trainmen's Journal* has before declared its position on the strike question, but in order that there may be no mistaken idea concerning its attitude toward anti-striking orders, it is well to be explicit. We look upon such organizations as the Order of Railway Telegraphers as productive of much good in various directions, but hold that its anti-striking constitution disarms it in the time of war and leaves it entirely at the mercy of the enemies of organized labor."

Are we to infer that the Brotherhood of Rail-way Trainmen looks upon the Order of Railway Telegraphers as "enemies in war?" In order that there may be no misunderstanding of our position as to other organizations in times of trouble with their employers, we recopy a part of an article which has appeared in the *Telegrapher* upon this question:

"We believe that in case of trouble between other organizations and their employers, we as an order have no right to step in and say to the employer: 'If you do not comply with the demand of that organization we will aid them in forcing you to do so.' Vice versa, we do not believe that we as an organization have a moral right to assist the employer by assuming duties which are not included in our regular duties. There should be a strict neutrality as far as is compatible with our duties as employees.

"We do not believe that a telegrapher should run a train in case of trouble between the trainmen and the company, but we do believe that in case of such trouble the operator should remain at his desk and conscientiously perform every duty which devolves upon him as a telegraph operator, faithful to the company's interests."

We fully endorse the sentiment expressed by the *Journal* that

"We believe that every workman is a co-partner of his employer—that he balances the capitalist's money with his labor—that the two factors of labor and money produce wealth, and that the workman is entitled to an honest share of the wealth his labor creates."

But we do not believe that the "only possible means of clothing the toilers with that much independence is to organize upon a striking basis," and the experience or facts as far as the telegraphers of this country are concerned have clearly proven us to be in the right. We are

glad that the *Journal* asked for facts and experience. Our beliefs are founded upon the history of the telegraphic fraternity. Three great strikes, one of them—the strike of '83—as hard a fought battle as history records, only demonstrated the fact that the telegraphers were gradually sinking to a lower ebb of intelligence, morality and financial status. It was with these facts staring us in the face that the O. R. T. came upon the stage of action. The "trainmen" who work daily with us know that these conditions existed. They know that the time has been that it was almost an act of bravery to ride upon the "head-end" after receiving a train order taken by some so-called telegrapher. These were not isolated cases but were common occurrences. There are two things which govern the price of labor: "quality and quantity." With the average quality of telegraphic labor at that time it would have been useless to endeavor or hope for an increase of salaries. Their ability upon an average was far below that which public safety should require; hence in order to secure a prospective raise of compensation it did not take a philosopher to see that it was necessary to educate our fraternity to the necessity of making themselves competent of earning greater salaries. This could only be done by thorough organization. Every trainman in this country knows whether there has been an improvement in this respect. It is certain that many a brakeman, engineer, conductor, fireman and switchman hourly trusts his life in the hands of the telegrapher, and we venture the assertion that many a child has been saved the loss of its papa by reason of the increased competency of the telegraphers, through the efficient work of our organization.

At the time of our organization there were enough telegraphers out of employment to have filled every position in North America. In nearly every little hamlet there could be found two or three operators who could not secure positions and were waiting for some one to resign or die in order that they might get work. The fraternity was attempting to educate a class of men, many of whom had none of the essential qualifications or previous education necessary to fit them for the duties of a telegrapher. The only qualification necessary at that time was that the pupil should have from \$20 to \$50 with which to enrich "the tutor." The result manifested itself in the steady decline of the standard of proficiency. In order to fulfill their contract students were recommended by their teachers before they were competent to fill the duties of the telegrapher, and the boy "who could hold down a night office where there was not much to do," was entrusted with the handling of the business where hundreds of human lives and thousands of dollars worth of property depended upon his accuracy. There was an average of a student for every office in the country. There

was not a student in every office, but there were many offices where from two to six were taught, and in some even more. If this same ratio had been maintained there would have been a supply equal to about four times the demand by this time. If the supply and demand has anything to do with the price of labor, it does not need a prophet to tell what the result would have been. At that time we knew of operators who were working for the enormous salary of \$36 per month, and some of these were married men with families to support.

At the time of our organization the fraternity had no knowledge of the needs of its fellow workmen or their condition. Every telegrapher was working for himself and had but little care for his brother operators. No profession can succeed which depends upon the individual efforts of its members for success. While it may be true that some will succeed in being promoted over others, yet the promotion only establishes the grade that the recipient shall occupy. If the standard of the profession is low the price paid will be correspondingly low, regardless of what grade a person may occupy. For instance, in telegraphy a person may be appointed train dispatcher, yet if he is only paid half the amount for his services which a train dispatcher now receives, of what value are his personal efforts? Only by organization can we expect to raise the standard of the fraternity.

We have briefly stated the conditions by which the fraternity was surrounded at the time of our organization. Has there been any change? Are the the prospects of the telegrapher any better than they were before? Our moral reputation is not made by the irresponsible element now. Wherever there is a local Division of the O. R. T. the telegrapher is looked upon as something more than an outcast of society and an object to be avoided. Morally and socially, we can say there has been a great improvement, and as the Order increases in influence and power, still greater improvements may be expected. The "tramp operator" has become almost a thing of the past—he is the exception rather than the rule. The fraternity has the means of ascertaining who is worthy and who is not. There is work for every reliable man, and he who is willing to work can easily find friends who will aid him to secure it if he is worthy.

Instead of there being a supply of telegraphers equal to twice the demand, there is at the present time a demand for competent men in every locality. It has been easier to secure positions during the past six months than it has ever been before. The reason for this is self-evident: telegraphers in all localities have ceased to teach for a compensation as a general rule. There are none but who can see that this was one of the greatest evils and drawbacks that the fraternity had; but all seem to have been working upon the principle that "if others teach, why not I?" conclu-

sively showing the need of organized effort to eradicate this great evil.

Since our organization the fraternity has awakened to its need, and east, west, north and south are acquainted with each other's conditions and interests. We will not take the time to mention the many charities which have been performed in the name of the order, but will merely say there are hundreds of telegraphers and their families who have reason to be thankful for the helping hand in time of need.

We want every young man who desires to follow telegraphy as a means of gaining a livelihood to have the opportunity to do so by commencing at the bottom and working his way up; but as well might the engineer, fireman or brakeman agree to teach his trade for a compensation as the telegrapher. It would look rather strange to see a student running an engine because he paid the engineer to teach him.

We have opened the door of our fraternity to the unfortunate trainman who, injured in the line of duty, is unable to further serve the company as a trainman, and there is not an O. R. T. man in our Order but who will willingly give him every opportunity to become an expert telegrapher. We are anxious that all classes of labor shall have a just compensation for their services, and it is not our intention to oppose or suppress any organization of telegraphers who may not think as we do as to the best means of securing beneficial results for the fraternity. If there are those who belong to our Order who believe that more violent measures should be used in compelling employers to accede to their demands, we have not the least objection to their uniting with any organization they may deem to their best interest; but we do object to any organization endeavoring to build up its membership by the tearing down of other classes who may not believe as they do. We have every friendly feeling for our fellow-labors in the railway service, and will gladly do anything we can consistent with our principles; but we claim the privilege of American citizens to regulate our belief in the way that we may deem right, and we do not think that we merit or should receive criticism from other organizations so long as we in no way interfere with their rights our duties. We trust the *Journal* will see our principles in an entirely different light and will set us right before its readers, among whom the O. R. T. numbers many a good friend.

It will be seen at a glance that the *Telegrapher* avoids as far as possible the real question at issue. We criticised the organization of which it is the official organ in one thing only—the strike question. And yet in answering that one objection the *Telegrapher* discusses almost everything else. It devotes a large part of the article

to setting forth the benefits arising from organization, to the fact that the degree of usefulness of the members has been increased by the order, to the fact that they practice deeds of charity, to the fact that they are friendly to the trainmen, and that the latter are given an opportunity, when disabled, to become telegraphers. Why does the *Telegrapher* devote so much space to something that is not involved in the question at all? We have never questioned any of these things. It was clearly stated that "we look upon such organizations as the Order of Railway Telegraphers as productive of much good." There was one point criticised, and one only—the anti-striking clause. However perfect the O. R. T. may be in all other things has nothing to do with the strike question; and to answer a criticism upon that one point by referring to other accomplishments would be very much like a conductor excusing himself for being behind schedule time by saying that he had always been sober and industrious. There is but one question at issue. Let us not be led aside by taking up matters that do not concern it.

"Perhaps," says the *Telegrapher*, "we may have misunderstood the attitude of the JOURNAL." It certainly did, but it had no reason whatever to do so. Let the reader peruse the lines that refer to the anti-striking orders being disarmed "in time of war" and see if he can make it mean that the trainmen look upon the telegraphers as enemies in time of war. There is not a single idea in the paragraph that can be tortured into such a meaning. The language is plain and direct. It is being argued that an organization can not defend itself against corporate power unless it has the privilege of striking, and that, therefore, the O. R. T. is helpless when a corporation makes war upon it. Here are the words used:

"We look upon such organizations as the Order of Railway Telegraphers as productive of much good in various directions, but hold that its anti-striking constitution disarms it in the time of war, and leaves it entirely at the mercy of the enemies of organized labor."

How any one not possessed of the power

of working miracles can make that mean that the trainmen look upon the telegraphers as enemies would be about as difficult to show as the reasons why it is not right to strike. It says simply and plainly that the anti-striking constitution of the O. R. T. disarms it in times of trouble and leaves it at the mercy of the corporation.

But why should time be wasted over such points? Let us discuss the strike question fairly, squarely and fearlessly. Let us "stick to the text" and go to the bottom principles, although it may possibly be a reasoning so radical as to appal the conservative who are always afraid of upsetting established notions—as though notions, like wine, were any the better for being old.

The question at issue, when simply stated, is this: Is it right for employes, by united action, to influence the prevailing rate of wages? It is a question of the relative rights of labor and capital. Now, we maintain these rights are exactly equal and that the laborer has just the same right to a voice in fixing wages that the capitalist has. We are often told that the laws of supply and demand will regulate wages and that they are therefore fixed without a voice from anyone. That is all very well. But when the country is full of powerful monopolies that have warped and twisted and distorted the natural laws of trade until they cease to operate with their original force, it changes the whole matter. The laws of supply and demand are all right when left to themselves and the spirit of fairness and justice reigns in the country; but when these conditions are upset by combinations of measureless strength, and their operations suspended for the enrichment of the corporate powers; when monopoly takes forcible possession of the industries of the country, there is absolutely nothing for the toilers to do but to pit themselves against it, and oppose combination by combination.

"No man" says the *Telegrapher* "should be compelled by any organization to work for one dollar less or more than he wishes to. Laborers are contractors; they agree

for certain consideration to perform certain duties, and what that compensation shall be depends upon the will of the laborer himself [1]. If he is willing to accept a compensation below what he should receive he has a perfect right to do so; if he desires more compensation for his labor he has a perfect right to demand it, and if it is not paid him he has an equal right to cease his labor and accept such positions elsewhere as he deems to his best interest."

It is clear from this that the *Telegrapher* allows the laborer just one privilege—to quit. And yet it believes that all men are created equal and are endowed with inalienable rights. It ought to have written it inalienable right—the inalienable right to quit. Did it ever occur to the *Telegrapher* that one of the inalienable rights of every man is a chance to make a living? To say that he has a perfect right to quit is equivalent to boasting of his inalienable right to starve. The truth is that the laborer has equal rights with the capitalist, and one of the most important of them is the *right to work*. And not only the right to work but also to receive for that work an honest share of the wealth his labor creates. The suggestion that he can quit and "accept such position elsewhere as he deems to his best interest" does not apply. Take for example an engineer who has been in the service of a company for fifteen or twenty years. He has earned his place by working up from engine-wiper to fireman, and finally engineer. He has held this position while the best years of his life have passed. He is still a good, reliable engineer, but if set adrift he would stand no chance of securing employment in competition with younger men. He knows of no other trade and can earn a living only as an engineer. That man has a title to the place he has faithfully filled and a right to hold it as long as he is competent; and furthermore, a right to honest wages for his services. Of what force or value is his right to quit? The toiler should not boast of his right to quit, but demand his right to work.

After repeating a sentence from the Declaration of Independence, the *Telegrapher* says:

"We believe that any employer or employee who is denied these sacred rights is oppressed; and it is to prevent such oppression that we are organized, not by compulsion but by protection."

Will the *Telegrapher* explain just how the O. R. T. protects its members from oppression? That is the point at issue. If it really does protect them, then it is wholly unnecessary to organize on a striking basis. But does it do it? When and where has it done it? The *Telegrapher* complains of our supposition relating to the possible reduction of salaries even below the present rate, and says it is a caricature on the intelligence of the members to presume they would meekly submit. But that is an evasion, not an answer. Is it not true that they would make the best of it? Suppose that to-morrow a certain road issues an order that the salaries are to drop ten per cent. What would your members do about it? Please answer the question explicitly. What would they do? What could they do?

Let us put the case strong: Is it reasonable to assert that the non-striking constitution can protect from injustice when we have before our eyes the visible proof that it does not? Only about a year ago the Santa Fe declared that it could not earn the necessary or desired dividends and that intrenchment must follow. A ten per cent. reduction of salaries was ordered. The trainmen and enginemen resisted, stood firm, and maintained their rate of pay. The telegraphers were obliged to submit and are still, we believe, working at the reduced rate. Right here it is in order to note that the Santa Fe's failure to reduce the pay of the train service has not bankrupted the road; had it succeeded in the attempt the company would now be many millions richer, while the employees would be correspondingly poorer. Here is a clear case where the striking organizations protected their members and the anti-striking order did not.

It is a waste of words to contend that the anti-striking orders protect their members against oppression. In the very nature of things they can not. Their own constitution is the instrument that dis-

arms them. It might as well say to the employer: "We will not strike on any provocation. We hope you will treat us well, for we are helpless to resist. We enjoy good pay, reasonable hours and fair treatment as much as any organization, but if you don't choose to give them to us the most terrible thing we can do is to quit!" Of course it does not say this, but the corporation that wishes to be tyrannical understands the situation just as well as though it did. "We believe," says the *Telegrapher*, "that every class of laborers in this country should have the means of protecting themselves against oppression and injustice." It is now in order for that journal to point out the O. R. T. protection.

In the limited space we can give to this discussion, it is, of course, wholly impossible to do the subject justice. We trust that the *Telegrapher* will not misunderstand our position in replying to its reply. We have but one criticism to make, and that rests upon the question of the right to strike. If in this criticism we have, in either of the articles, used illustrations that put the O. R. T. in uncomfortable positions, it is only to make what we consider the incongruities of their theories more noticeable. It is not the organization we object to, but the platform it stands upon.

Higher Wages.

Congressman Lawler, of Chicago, recently argued before the House committee on postal affairs that the salary of letter carriers should be raised to \$1200 per annum. He called attention to the fact that they have long and tedious hours of service and represent one of the most important vocations in the country. It may seem on first thought that \$100 per month is pretty good pay for a service which involves no higher an order of ability than that of the letter carrier, but it is only by comparison with the under-paid vocations that this appears to be so. If we consider the prosperity of the entire nation, the money that is produced by the entire population, and the sum that would be received by each individual in every calling if the productions of the whole country

were honestly divided, there can be no doubt that the letter-carriers would be entitled to at least \$100 per month, if not much more. That is supposing, of course, that many thousands of other persons whose business consists of filling a useless office rather than performing any wealth-producing labor, were not paid any more than they are honestly entitled to.

If the letter carrier is entitled to \$100 per month and actually earns it, how much money will it require to pay for the monthly service of the railroad trainman? Men in this vocation also have long and tedious hours, and a great deal more. They are engaged in a business that precludes the possibility of regular habits. They must eat and sleep at irregular intervals, must be exposed to all kinds of weather at all seasons of the year, and do a great many other things that are a positive damage to health. They must also constantly risk life and limb in the pursuit of their vocation, and pay for an insurance policy many times as much as the letter-carrier. In addition to the dangers that face them, their work is very laborious. If these men were paid according to the wealth they create, according to the risks they run, and according to the severity of the labor they perform, there can be no doubt that they should receive at least fifty per cent. more than the men for whom Congress is asked to pass a law fixing their salaries at \$1200 per annum.

SOME of our friends have favored us with a copy of the *Weekly Irish Times*, published in Dublin, which contains a very interesting account of the settlement of grievances on the Great Northern Railway. Nearly everything asked by the employees was promptly conceded by the company. The point of interest is not what was gained, but the modesty of the demands. For example, the passenger guards [conductors] had the "nerve" to ask for a raise of one shilling, and now after five years' service, they will enjoy the munificent salary of \$5.52 per week! After they have withstood the fatalities of railroad life for ten years and have proved faithful to the company, they will soar upward to the dizzy financial height of \$25 per month.

The Forum.

[The space of this department is at the disposal of the members of the Brotherhood, who are invited to set forth their opinions on all subjects of interest to the organization. Space will not be denied any member no matter what he wishes to say, so long as he says it in decent language. Criticisms on the JOURNAL or the officers of the organization will receive as prompt attention as anything else. When such opportunities are offered for criticism there is no excuse for assaulting people secretly.]

Promotion—The Survival of the Fittest.

In the March issue of the *Fireman's Magazine* there is an article under the above heading from A. H. Tucker, which deserves thorough discussion, as we are all deeply interested in establishing a system of promotion that will be just. As will be seen, A. H. T. advocates the system based on seniority in service, but fails to produce good arguments in support of it. I believe the U. S. government is to a degree responsible for the foothold this system has gained in this country, it being practiced in the army and navy and resulting in the most inferior service of the departments, a second lieutenant knowing that if he avoids dismissal and lives long enough he may become a general, regardless of any question of merit and ability. This system, if adopted by the railroads of this country, will counterbalance the efforts of the different organizations to give them a higher grade of service, for men will say, "there is no use in doing more than is necessary to hold my position, for I must be the 'oldest man' before I am promoted." This system will find an able ally in man's depravity in the work of drawing the "best man" down to the level of the most inferior and they will not hesitate to ask or accept first-class pay for second or third-class service. Then, instead of spending our odd moments trying to solve the labor question, we may devote them to compiling a book entitled "Promotion Expectancy" for the benefit of those desiring to grasp the bottom round in the transportation ladder.

If it is long years of service that makes a man valuable to his employer, would it not be well to have his pay graduated? The first question to be decided in promotion is that of ability, and length of service should not cut any particular figure in making the decision, for many a man develops more ability in one year than others in ten years. When we accept a position we agree to perform a certain amount of labor for a certain amount of money. Our employer then opens a double account. The one credited by labor and balanced by salary and the other is composed of merits and demerits. The merits consist of anything we may do that is beyond that which was agreed upon and in the interest of our employer. The first account, if honorably

fulfilled by both parties, is balanced each pay-day and the multiplication of these pay-days, or a continued service, is of no importance in this account. How different the second account; we find in it entries as innumerable as the sands of the sea-shore. They are favorable to us in proportion to our honesty, fidelity, integrity and industry, and are increased by the respect with which we treat our employer as well as our associates and the example we set for them. We contribute to the other side of the account by every word or act that is detrimental to the interest of our employer and every failure to do our duty as agreed upon. This account is not closed monthly, but should run until we have the ability and there is an opening for our advancement, when we should have a balance in the merit account sufficient to purchase the promotion. This is where a continued service should count in the daily swelling of the merit column. I have known men to have a standing threat of dismissal hanging over them and still become "oldest man," an example that meritorious service was not the direct road to promotion. The "oldest man" system was conceived in sentimentality and born in the fear of favoritism and it is nonsense to claim so much regard for our associates in this one particular and ride over them in every other particular, and the cause is generally supported by men who are afraid to enter a contest open to all comers. We do not select the oldest voter for president or the oldest lawyer at the bar for judge; neither do we select the girl in the family who has served the most years in the family service. Which would we prefer as a recommendation from our superintendent, a letter stating we were the "oldest man" in the service or that we were the "best man?"

There would be very few charges of partiality in promotions if men would keep an honest merit account with their employer, for many of them would soon have the balance on the wrong side and would be glad to still keep the position that should be filled by a good man.

JOHN C. GLENN.

The P. & R. Relief and Its "Handsome Surplus."

In a recent issue of the *New York Sunday World*, there appeared under the caption of "Helping Each Other," the annual statement of the P. & R. Relief Association, in which that monstrous attempt to pose as the employees' benefactor. It says "that the P. & R. R. had no systematic method of aid or relief in case of accident or sickness and no provision in case of death. The matter depended entirely on the company, which could not be expected to contribute at all times, especially when the disablement, sickness or death was not attributable to acts performed in the company's service."

The above is misleading in every respect, for there were at one time three organizations for

mutual protection on the above road, and there would be to-day if they had not been disbanded by the un-American policy pursued by the company which is now trying to pose as the employees' great benefactor. Why, if they are interested so deeply as they wish the public to believe, did they compel their employes by threats of being discharged and of non-promotion to leave the Brotherhoods of Engineers, Firemen and Brakemen? There are no associations in existence that furnish benefits to railroad men as these Brotherhoods. A very strange fraternal (?) feeling must exist on the part of any company that will not allow a man to choose for himself. The same Brotherhoods which they oppose have done, and are doing more to elevate the standing of their fellow-workmen than all the so-called company's relief associations ever could accomplish. Quoting again, it says that "railroad men as a class, are faithful in the discharge of their duties and as a necessity of their positions, sober and careful." The return they get for being faithful and sober is an order telling them to give up that which has made them "faithful and sober," or "the first opportunity we have we will discharge you, and in the future when promotions are to be made the one who does not belong to any labor organization will have preference over those who do."

Further it says that "it is doubtful if it could exist without the contribution of the company." Now don't think that this means dollars and cents alone. For the amount contributed by the company was \$16,225.83; while the handsome surplus was \$105,758.40. The important part of the company's contribution was the force added to its iron heel which forced the employe to give with pleasure to the handsome surplus.

The financial report is as follows: Received from members, \$180,847.48. Contributed by company, \$16,225.83. Interest and income from investments, \$31,250. Disbursements paid for deaths, \$52,250. Disables, \$39,158.90. Contributions returned to members, \$1,097.08. Leaving the handsome surplus, \$105,758.42. There is nothing handsome or beautiful to the employes in forcing them to pay \$89,832.39, (deducting amount contributed by the company) more than what is needed to pay their just claims, taken from the poor, underpaid employes. How galling this report must be to the ex-Brotherhood employes who were accustomed to pay just what was needed and not one dollar more, and to think that if they were to leave the company's employ whether compulsory or otherwise, the amount they have contributed stays in the handsome surplus. It is rightly named the P. & R. Relief Association Fund. For it is theirs and they wish to make the surplus so great that an employe will not want to lose his share, and so the company can own him as well, and no matter how much abuse is heaped upon him he

must bear it, or give up all he has paid, while if he should get injured through the company's negligence or through the carelessness of a co-employe, and try to seek redress through the courts, all that was justly his goes to swell the handsome surplus. Once out of employment the poor serf finds no friendly hand extended to him when in need of employment or food. He must shift for himself, because the real relief association he did belong to he was compelled to forsake to join what he can now properly call the P. & R. Robbing Association.

It also says that the management of the association is in the hands of representatives from each department. This is true, but these representatives stand in about the same relation to the company as the little man that was riding along a lonesome road with a big man, when the latter remarked, pointing to a cow in the lot, "That is an ass." "Yes," says the little man with a sigh, "That's an ass." But then he had his whiskers.

TIM'S BROTHER.

Another Kicker Looms Up.

BRIDGEPORT, CONN., April 2, 1890.

MR. L. W. ROGERS—DEAR SIR AND BRO.:—I notice that in this month's JOURNAL you say you will publish a "kick" just as soon as you would any other article. Now I am going to kick. I do not think it is for the interests of this grand and noble order of Brotherhood of Railroad Trainmen, to have that link and pin coupler advertised in our official JOURNAL. I may be all solitary and alone in thinking this way, but I cannot help it. Here we have been struggling ever since we organized to get automatic brakes and couplers, and to have the very thing we are striving to put down, advertised in our JOURNAL, it does not look right, people will talk, and talking leads to more serious thoughts, and nobody knows what may be said about it. I say it is an insult to the Brotherhood to keep that advertisement inserted in the JOURNAL. It certainly is an eye-sores to a great many of the boys, and I think that if no better and more worthy article could fill up that space in the advertising column, a blank space dedicated to the death of that old link and pin coupler and a monument erected announcing a complete victory over the old death dealing and limb crushing draw bar would be more appropriate. What we want is a coupler that men do not have to go between the cars to couple up or uncouple, and until one of that description can be found, I think that none should be shown up in our JOURNAL. I can assure you that the boys of 111 heartily endorse the sentiment expressed by the members of 97 in announcing to the public their condemnation of the "Safford," or any other link and pin draw-bar. I do not write this, Bro. Rogers, with any feeling of animosity, but with that fraternal feeling which should exist between all brothers of this great organization. Of course you need not publish this article unless you so desire, but I can assure you that the advertisement of that draw-bar is a serious draw-back to our cause in this section of the country.

Yours in B. L., L. P. BRISTOL,

* * *

"It's an ill wind that blows nobody good," is a trite way of expressing the fact that all misfortunes have some redeeming feature. This is

true even of the misfortune known as "kickers;" for if they do nothing better they at least make us laugh—and that is worth something. Clowns are not noted for the depth of their philosophy, but the circus would never be complete without them. And just so in the circus of life, it would be solemn business getting along without the "kickers." They furnish us with an innocent and harmless class of amusements and they ought to be encouraged to unbosom themselves frequently. They may not of course, like circus clowns, intend to be funny and say things so irresistibly ludicrous that the whole audience laughs. It is evident they don't exactly mean to so closely imitate the show people, but it is remarkable how close they can come to the genuine article without the least effort.

The most amusingly absurd idea in the letter is that a publication endorses what appears in its advertising columns! This would be charging Bro. Bristol with too ludicrous a position if it were not very clear that such is the burden of his letter. He seems to think too that the editor is advertising the coupler free and inserts it just to fill up, for he uses the phrase, "If no better and more worthy article could fill up that space." It is hardly necessary to say that the advertisement is not a free one. There is but one such in the book and that one is the advertisement of the Brotherhood. Every other one is paid for at the rate of two hundred dollars a page. The editor sells the space just as a dealer sells wagons and the purchaser puts into it what he pleases. With the space the advertiser purchases the legal right to display his goods and describe them, being limited only by the fact that he is bound to use no objectionable language. If he lies about his goods the editor is not to blame, nor can he in anyway be held responsible. To say that a magazine endorses a coupler described in its advertising columns is just as silly as to say it endorses every patent medicine for which space is purchased. There is no possible way in which the reliability of advertisers can be determined by the editor, and people who are capable of exercising enough judgment to put on a coat when it is cold, know that nothing in the advertising columns is endorsed by the JOURNAL. If people understand this, how or in what way is the "advertisement of that drawbar a serious drawback to our cause?" If they don't understand it that is not the editor's fault. He is not expected to furnish anyone with brains.

It is not necessary to say that the JOURNAL agrees that we must have the best safety equipment on railroad trains, because its views are too well known to need repetition here. Everything against the link and pin that has reached this office has been published and the writers invited to contribute further and discuss the subject freely. But because the editor has an opinion on the subject does that give him the

right to exercise the authority of a Czar and say those who differ shall not advertise? That a certain device is not what we want has nothing to do with the inventor's legal right to a hearing before the public. If Mr. Safford thinks the merits of his invention are such that he can afford to pay for space in which to present it to the public, and believes that he can convince them of its merits, it would be an act of insufferable bigotry for any editor to try to prevent it. Nothing can ever be gained by narrowness and unreasoning prejudice. The proper way is to allow everybody to present their case and then settle it by a resort to reason. The man who would forcibly squelch one side is a tyrant to the exact extent of his ability to exercise power. Even a murderer is entitled to a trial, and although it may be known that he is guilty, he has a right to be heard before the public.

The idea runs through the letter from Bridgeport that the editor has a right to exclude from the JOURNAL anything of which he does not approve. It is strange how some people will jump to a conclusion and then censure those who don't fit the conclusion. They remind one of Phineas Fogg's traveling companion, who couldn't understand why his watch which had never failed him, kept losing time as they traveled east, but stoutly maintained that the watch was right; and who, on being reminded that his watch and the sun did not agree exclaimed: "So much the worse for the sun!" If we look at the legal status of the question a moment, we shall see that it is quite impossible for the editor to fit the Bristol conclusion whether he wishes to or not. To illustrate the point whether the man in charge of a business open to the public is at liberty to follow his personal bent of mind in dealing with the public, let us refer to the management of an opera house. We are not all advertisers, but we are all patrons of opera houses, and for that reason the force of the illustration will be readily seen. Now, can the manager exclude any of us from the house? Yes, for objectionable conduct, but for no other reason whatever. We pay for a seat and have a right to fill it with whom we please, so long as the occupant is peaceable, even if that occupant is the mortal enemy of the manager. Again, a railroad company might find it agreeable revenge to refuse to carry labor advocates, but it is obliged to do so. The victim of their displeasure has only to offer his money and he is entitled to just the same consideration as though he was a defender of monopoly. Should he ask for free transportation he would, of course, be refused just the same as Mr. Safford would have been refused had he asked for free space. But when, as a respectable citizen, he calls for something that is being sold to the public and lays down the stated price, the seller must show reason for discriminating against him.

But even if all this were not true—even if these very foundation principles of a free government were not to be considered, the fact would still remain that to dispose of a question by saying that one side shall not be presented is an arbitrary course that should never be followed. The proper way is to bring every question right out into the light and examine it. It will accomplish much more to write an article showing *why* a certain coupler don't suit, than to write a letter censuring the editor because the inventor advertises it.

* * *

There are several things in your letter, Bro. Bristol, that I would like very much to write about, but limited space prevents me saying all I ought to say. There is one thing, however, I must notice. I observe that people who kick have a habit of assuring me that they are entirely free from animosity, and refer with refreshing tenderness to their "fraternal feeling." I would gladly interpret this as seventh-heaven sincerity had not experience taught me caution. It may be wrong, but I can't help keeping a suspicious eye on the man who protests his friendship while he is feeling behind him for a club. And now, let us have a parting word. You have placed me under obligations for your fraternal advice. Allow me, therefore, to return the compliment by offering you a few suggestions. When you see something in the JOURNAL that you think should not be there, just ponder over it a little while before you jump to a conclusion. Be sure of your ground before you fling down the gauntlet. Don't hold yourself ready, Bro. Bristol, to bristle up over small matters. Don't make a mountain of indorsement out of a molehill of business. Don't feel as though you were the national annihilator of "serious drawbacks." Don't feel called upon to take up trifles, to spring into the arena brandishing your club of logic, seize the trembling editor by the throat and scatter his remains from Bridgeport to Los Angeles. In short, don't magnify a business transaction into a criminal offense. Don't exercise your power of omnipotence by making something out of nothing, and above all don't lie in wait with that club of yours for some error that the busy editor might unthinkingly make, and when you fancy you have found a flaw, daub on your war paint and just tomahawk the country. Don't do it, Bro. Bristol; it isn't good form. "People will talk,"—and laugh too.

I regret that I have not time to answer your letter in full, and must close abruptly, cordially inviting you to come again whenever you feel like it.

Fraternally thine,

L. W. ROGERS.

Our Brotherhood in Danger.

Enemies in Camp.

A WARNING!

To all Members of the Brotherhood of Railroad Trainmen:

On March 13th a circular was issued by the Board of Trustees of the Grand Lodge, purporting to be a "statement of the facts" regarding their settlement with ex-Grand Secretary and Treasury Ed. F. O'Shea prior to his turning over the funds and property of the Brotherhood to his successor in office.

Previous to the issuance of this circular numerous letters and postal cards were sent through the mail containing statements that were entirely without foundation in fact, and were written for the sole purpose of creating the impression that the Brotherhood had been defrauded in the settlement. Most of these letters were written by members who have been chronic office seekers from their earliest connection with the Brotherhood, but who have never been able to secure an office, and have appointed themselves "watch dogs" of the treasury.

In view of the foregoing I deem it a duty both to myself and the membership at large, to give the facts in the case, and in order that all may have a thorough understanding I will briefly review the history of our organization and show just what part each of these patriots (?) has played on our Brotherhood stage.

On September 23d, 1883, our Brotherhood was organized at Oneonta, New York, and I was a delegate from Lodge No. 24 to the first annual convention in October, 1884, when the headquarters was moved to Chicago and I was elected Secretary of the Executive Committee.

On February 10th, 1885, I was appointed Grand Secretary and Treasurer to fill the vacancy in that office caused by the removal of U. C. Osterhout, and without one cent in the Treasury and greatly annoyed and harrassed by my predecessor, I commenced my labors for our Brotherhood, which at that time was in a badly disorganized condition, utterly bankrupt, deeply in debt and upon the verge of dissolution. It numbered sixty-two lodges with about 1,500 members, and in the following *eight months*, under my own personal management, *one hundred lodges were organized* and the membership increased several thousand, all debts and claims were paid in full and more than \$9,000.00 in the Treasury while I had only given a bond for \$3,000.00.

At the Burlington (Ia.) Convention in October, 1885, I was unanimously elected for a term of three years to the offices of Grand Secretary and Treasurer of the Brotherhood and editor and manager of the official organ of the Brotherhood. Previous to this time the office of Grand

Master was not a salaried one, and no assistance whatever was received from that officer; the entire management of the Brotherhood and everything pertaining to it, including the office work, devolved upon me.

At the San Antonio (Texas) Convention in October, 1886, my report showed 244 lodges, an increase of 83 lodges during the year, and the Brotherhood in a most prosperous and flourishing condition. Here it was that the first organized opposition was waged against the grand officers by an unscrupulous gang, who, jealous of the success of the officers, tried to depose them from office by trumping up the most preposterous charges against them, all of which were duly referred to a grievance committee for an investigation which resulted in the vindication of the officers and the defeat of the gang.

From this time until the Binghamton, (N. Y.) Convention in October, 1887, this gang was enlisting recruits by false representation and massing their strength to "make a clean sweep," as they expressed it. Secret meetings were held at night during this convention to which none were admitted except those known to be opposed to the grand officers, and at these "caucuses" slates were made up by the most corrupt political methods, and "deals" were agreed upon whereby the officers were to be removed and the patronage distributed by the successful conspirators for the faithful service of their dupes.

These schemes had no effect other than to prolong the convention about one week, at a cost of several thousand dollars to the Brotherhood, and the following year was devoted by the gang to visiting lodges and slandering the grand officers in the hope that by the next convention they would be enabled to accomplish their purpose.

Most of the opposition at the Columbus (Ohio) convention in October, 1888, was directed against me personally, as my term of office expired at that convention and it was hoped that they would be able to "knock me off the face of the earth," as they expressed it.

The most damnable lies were told about me in secret, and the "gang" was by this time so well organized and made cautious by repeated failures, that they were pledged to secrecy, and carried on their infamous work in a manner that would cover a ward politician with glory. In their greed for office, their judgment forsook them and they failed dismally. I was again elected to the offices of Grand Secretary and Treasurer of the Brotherhood and Editor and Manager of the JOURNAL for another term of three years.

Bitterly disappointed by another defeat, the "gang" set up a howl for a special convention of the Grand Lodge, before the sound of the gavel had died away, but no attention was paid to them. At that time Philadelphia was the

hot-bed of dissension and it was from there most of the trouble emanated.

The leaders of the "gang" undertook to organize a separate and independent Brotherhood, elect themselves to office and establish headquarters at Philadelphia, but a split occurred in their ranks over the distribution of offices, and another faction wanted the headquarters at Harrisburg.

Circulars were printed by the "gang" to be distributed among eastern lodges, especially in Pennsylvania, urging the members to forsake the old flag for the new, but an unexpected visit of the Grand Master to that section frightened the conspirators and the circulars were immediately destroyed.

Then followed the most stubborn opposition to the grand officers and insult and abuse was heaped upon them. I was the target against whom most of their hatred and venom was directed, and it was their boast that although they could not defeat me in convention, they would make me so much trouble that I would become disgusted and resign my office. This is the manner in which I was assisted (?) to build up the organization of which we are so justly proud.

The question naturally arises "Why were such people re-elected to represent their lodge in convention?" The answer is very simple. They made erroneous reports to their lodges, and led their constituents to believe they were acting for the welfare of the order.

They agreed among themselves to write letters to each other's lodges, praising their past work and recommending them for re-election as delegate to the next convention. These letters would be read in the lodge rooms, and in this way many of them secured their re-election as delegate. In other cases, some member would announce that he was going to convention anyhow and would represent his lodge for little or nothing, and for economical reasons would secure the prize regardless of his qualifications or fitness for the position. He would be met by the conspirators upon his arrival at convention, and after being filled with lies, would probably be run over to the "rule or ruin" element before the convention had fairly commenced. In this way the "sore head" faction gained quite a following, while the officers' time was so taken up with their duties that they had no opportunity to protect themselves even had they desired to do so. The grand officers were firm in the belief that there could always be found a sufficient number of loyal and sensible delegates who would be true to their obligation and the trust reposed in them, and upon whom they could safely rely for justice and vindication, and in this belief they were correct. All honor to those delegates who so nobly upheld their grand officers in what they believed to be right.

Let us now look back and see who have

retarded the good work and what has become of them. I will begin with P. H. Morrissey because he ranks highest and is the most rank specimen of his class. In November, 1885, I gave him a position as clerk in the Grand Lodge office, taught him the business, took him to every convention while he was thus employed, secured him an increase in salary besides bestowing upon him numerous personal favors. Confiding in his fidelity and judgment, I gave him permission to answer correspondence of a general nature and sign my name thereto. This privilege he abused by writing sarcastic and oftentimes insulting letters to members over my signature, entirely without my knowledge or consent, for the purpose of creating enemies for me. He kept up this practice for a long time, always proclaiming himself my staunch and steadfast friend. He even went so far as to enter into a plot with other schemers to poison the minds of the delegates against me and he was an aspirant for my office at the Columbus (Ohio) convention in October, 1888. He failed, however, and after playing the part of a cowardly hypocrite, he had the impudence to profess contrition and plead tearfully for his retention as a clerk in the office, which I of course refused, and he was discharged in disgrace. He then traveled about the country visiting lodges and union meetings and by misrepresentation and falsehood endeavored to make trouble for me. He only succeeded in enlisting the co-operation of a few other "soreheads," who will be mentioned later on, because the great majority of the members were convinced that he was only sincere as an office hunter. He repaid my friendship by the basest ingratitude, turned traitor to those who befriended him, and like the serpent he turned and stung the hand that fed him. The delegates at the St. Paul convention will remember that he represented himself as a conductor on a certain railroad, when in fact he was traveling for an insurance company and was not employed by any railroad company, and, in fact, was never employed as a conductor. Judas Iscariot was the P. H. Morrissey of his time. The most leperous "scab" or lying "spotter" that ever beat an honest man out of his job is, to my mind, not so vile or depraved a wretch as he who would betray a friend. He is now your First Vice Grand Master, a position he has gained by falsehood and trickery. He is a dangerous person and it will be well for the Brotherhood to watch him closely and see that he is retired to private life at the earliest opportunity.

The Third Vice Grand Master is C. N. Terrell. He is one of the gang and an aspirant for greater honors. He has made himself unpleasantly conspicuous in numerous small and mean ways and should not be permitted to remain in his present position, which was given him by the gang for his contemptible work in their behalf. It is only necessary to look at him or Morrissey to see how our Brotherhood is misrepresented.

We now come to that "cluster of brilliants" known as the board of Grand trustees (I refer to the board as it stood at the time of my resignation). Their only distinguishing characteristic is their egotism and self-esteem. Robert McElroy was a delegate from lodge No. 145 to the Binghamton (N. Y.) convention, and instead of working for the good of the Brotherhood, spent all his time and energy scheming for an office. He was an aspirant for every position on the list. He would prefer to be grand secretary and treasurer, but was willing to take anything he could get, and through corruption and falsehood he succeeded in being elected a member of the board. Incapable of correctly adding a column of figures, disgustingly ignorant of business methods and utterly devoid of manly principle, this conceited fellow, who is in the last stages of brain softening, was elected chairman of the board. The only commendable thing he was ever known to do was to withdraw from the Brotherhood when he was convinced by repeated failures that he could not secure a higher position.

Charles W. Flanders is the secretary of the board. He was the grand secretary and treasurer of the old Conductors' and Brakemen's Benevolent Association of Canada, and it was during his administration of affairs that the old organization became defunct. He was a delegate from lodge No. 226 to the San Antonio (Texas) convention in 1886, and as a compliment to the Canadian brothers he was elected a member of the board. He is superbly ignorant of the requirements of business and has no more idea of office work or bookkeeping than a horse has of the decalogue; yet he had the monumental gall to write letters to members throughout the country, criticising my work and stating that the old basement, then used as an office, was fitted up in a style of grandeur and elegance superior to the Bank of Montreal; and at that time *he had never seen the office*. When the time came for the regular examination of the books and accounts of the grand secretary and treasurer by the board of grand trustees, he was twice notified but *refused to come because he could not obtain a pass*. I accordingly preferred charges against him at the Binghamton convention, proved him guilty of every charge, and forced him to confess in open convention, that he was a liar; yet in the face of all this, he was retained in his position through the false sentiment as expressed by the gang, that the Canadian members would feel offended by his removal, while the truth is, they were insulted and disgusted because he was not expelled as he should have been.

Charles T. Salisbury is the present chairman of the board. He is a member of Lodge No. 24, and has misrepresented that lodge at three conventions. From the beginning he was an aspirant for office. He resorted to the most disgusting hypocrisy and falsehood to

injure the grand officers because they were aware of his peculiar unfitness for any position and refused to assist him to secure votes. He was particularly bitter towards the grand secretary and treasurer, because that officer would not give him a place in the office. He was always a candidate, and after numerous failures was finally elected a member of the board at Columbus, Ohio, in October, 1888. He has always been actively arrayed against the grand officers as the convention records will show, and to him more than any other one person in the Brotherhood is due the factional fights and other troubles that have occurred. His bump of self-esteem is abnormally developed. He has a foolish fancy that he is qualified to fill any position. He pretends to be loyal to the Brotherhood and its interests, while at the same time *he is an officer in the Burlington Relief Association*, which with other associations of that kind, have prevented many trainmen from joining our Brotherhood. People who know this suave trickster would not believe him under oath. He is in no wise fitted for the position he occupies and certainly ought to be removed.

John C. Glenn represented lodge No. 106 at three conventions and was elected a member of the board at the Columbus (Ohio) Convention in 1888. John means well enough but has become contaminated by associations with the gang and has a severe attack of "office itch" resulting from an aggravated case of "swelled head." He is the only member of the board whom I would trust and the only one fit to remain. He would do much better with cleaner associates.

John O'Rourke represented lodge No. 97 at the St. Paul convention last year, but his term of office as trustee did not begin until January 1st, 1890. Notwithstanding this—to him—trifling informality, he signed the circular issued by the board of trustees, dated March 13th, 1890, purporting to be a statement of the facts concerning my settlement with the board which occurred in November, 1889, while he was in Boston. Such blundering stupidity is unpardonable and shows what we may expect in future from a man who certifies to the correctness of a transaction which took place more than one thousand miles from where he was at the time. As a matter of fact, such people will sign almost anything presented to them, particularly if it is written on a type writer and has lines drawn on it in red ink. O'Rourke was not present when the settlement was made because his term of office had not then commenced. McElroy did not trouble himself to be present because he did not think enough of the Brotherhood to perform the duty he swore to perform. McCarthy could not be found, consequently Glenn, Flanders and Salisbury were the only members present and they did not arrive for several days after the time they were due. They made the usual examination of my books and accounts and signed a

document, which is still in my possession, certifying them to be correct. When the time came for settlement I stated that in the rush and confusion prior to adjournment of the last convention, the matter of compensation for my services as Editor and Manager of the JOURNAL for the previous thirty-nine months had been entirely overlooked; that I had never received one cent for my work on the JOURNAL, and that I did not think our Brotherhood wanted to go on record as refusing to pay wages honestly earned. I requested the board to make an allowance based on the salary awarded my successor, which they refused to do without any consideration whatever. I told them to take time and consider the matter. Then it was that the story was started about defrauding the Brotherhood. The story spread like wild-fire and the oftener it was repeated the worse it became. I consulted my bondsmen and was told that my claim was a just one. I waited two days for the trustees to act and finally becoming disgusted with them, I turned the money over to one of my bondsmen with instructions to pay the whole amount claimed to my successor, when my bond was surrendered, which he did; I being willing for the sake of harmony to go without my pay as JOURNAL editor until it was awarded me by the next convention.

In their circular the trustees make the absurd statement that the money was deposited to their credit in the bank, which is a lie made out of whole cloth. They had no right to the money, which was subject to the check of my successor as grand secretary and treasurer. They say in their circular that they "receipted to O'Shea in full," although they make still another statement that it was my bondsmen who settled with them. If the bondsmen settled with them why should they receipt to O'Shea? Why not receipt to the bondsmen? If they receipted to O'Shea in full, they must have received from O'Shea every cent that was due, hence, where is the necessity for such a circular? The fact of the matter is, that the circular, with its bad logic and worse grammar, is very misleading and is just what might be expected from such an intellectual (?) aggregation. The trouble with the trustees is, that they do not properly understand their position in the grand lodge. They labor under the delusion and openly and unblushingly make the assertion that *they are the Brotherhood*, and have absolute control of all matters pertaining to the Brotherhood, except during the sessions of the grand lodge. They claim complete jurisdiction and censorship over the grand officers and are endeavoring to usurp their powers and privileges. Such a hallucination could only emanate from a diseased brain. They swell up like a toad with their own importance, lounge around the office and interfere with the work, instead of doing anything for the good of the order. They pro-

long their meetings to ridiculous length and draw \$3.00 per day and expenses. They never were known to make a thorough and complete examination of the books, and as for auditing the accounts they are simply unable to do it correctly, and it would be the easiest matter in the world to deceive them if one cared to do so. Times without number I have had in my possession many times the amount of my bond and had I chosen to defraud the Brotherhood could easily have done so without the slightest risk or danger, for the Brotherhood is not incorporated and has no existence whatever in law. But that is not my nature. I was honest and faithful and wronged myself rather than make trouble.

Some one may ask, "What object has Brother O'Shea in making these statements?" My object is simply the welfare of the organization I have labored so long and so hard to build up. No one can truthfully accuse me of seeking an office, as I voluntarily resigned the best office the Brotherhood had to give, and would do the same thing again under similar circumstances. I know these people and the injury they will do if they are permitted to continue as they have begun, and I take this opportunity to warn all members of our Brotherhood against them. They are in a position to wreck our organization, and in their ignorance, stupidity and bull-headedness, coupled with their insane desire for office, they are liable to do that very thing. They now have a foothold in the grand lodge and will use every means in their power to get rid of Wilkinson, Slattery, Sheahan and Rogers, in order to have complete control. That is their scheme, and if they are successful our organization is worse than useless. I want our Brotherhood to enjoy continued peace and prosperity and I call upon all members everywhere to see to it that no "politicians" or "sore-heads" are elected as representatives to any future conventions. Instruct your delegate to work solely for the good of the order and see to it that your instructions are obeyed.

Personally I am unacquainted with many of you, but I am not a stranger. A bond of sympathy unites us. I have shared your dangers and hardships on the treacherous car-tops. I have served in numerous capacities and I gave five of the best years of my life to your service, and did my share toward building up our splendid Brotherhood. I made many personal sacrifices both of money and my own comfort, and worked like a slave day and night for our cause. I made enemies, but thank heaven I made friends whose good will and friendship I will treasure while life shall last, and I left the office a poor man financially after handling over six hundred and fifty thousand dollars in five years. I ask you, is that the act of a dishonest person? I do not set a premium on honesty, but simply ask for justice which I have not received.

There are others besides those mentioned

who are also dangerous as well as a nuisance to our Brotherhood, and as they have always been candidates it behooves you all to see that they are kept out of office. Their records are duplicates of others I have mentioned, so their names are all that is necessary and should not be forgotten. Al. E. Brown and George B. Wilson, of Philadelphia, J. H. Juniper and Ed. A. Ogden, of Chicago, P. O. Martin, of Rockhouse, Ill., and Val. Fitzpatrick, of Columbus, Ohio. Juniper was idiotic enough to travel about among the lodges repeating the ridiculous story that emanated from the board of grand (?) trustees and declared it to be true. He claimed that I had defrauded the Brotherhood and defaulted to the extent of \$4,000, depending on his sore-head friends to back him up. They deserted and implicated him still more by issuing a circular to the effect that I had settled in full and paid over every dollar that was due. As a result, Mr. Juniper has a libel suit on his hands and good prospects of serving a term in the State penitentiary at Joliet, for sending such matter through the mails in direct violation of the United States postal laws. If the wretched creature had an ounce of sense he would have known better; but his intelligence is on a par with those previously mentioned.

I have already taken more space than I first intended, but I felt it my duty to make a full and complete statement in order that our members might know just who it is that are dangerous to our Brotherhood. Knowing what I do about these people, I would be untrue to my obligation to longer remain silent. When I resigned my official position in the Brotherhood I expected to quietly retire to private life, but my persecutors (I will not honor them sufficiently to call them enemies) were unwilling to allow me even that poor privilege, and I was forced to defend myself through our official organ. They never dared make an open attack upon me when I had an opportunity to meet them squarely face to face, but waited until I had left Galesburg and located in Denver. I have made my statement and warned our members against those who are dangerous to their welfare—there my duty ends. The members must do the rest. The grand lodge should be thoroughly renovated and purified. Don't let our years of hard work go for naught, and don't allow our organization to pass into the control of a corrupt gang of schemers. There may be those who will differ from me in this matter, but in the end they will find that what I have said is too true. I trust they will discover it before it is too late.

Fraternally yours,
ED. F. O'SHEA.

A MEMBER of No. 298 sends us a lengthy description of the "Mahoney Foot Guard," which he highly recommends. Owing to the space it occupies we cannot give it publication.

On the Road.

Brakeman F. J. LACOMB was killed May 2nd.

Engineer J. SWAT was killed at Monett, Kan., May 10.

Switchman D. HURST of L. & N., was fatally injured April 16th.

Brakeman WALTER BARRY was killed near Rutland, Vt., May 4th.

Switchman JOHN POST was run over and killed in New York, May 6th.

Brakeman L. E. SALMON was run over and killed at Meridian, Miss., May 1st.

C. TRACEY was fatally crushed at Chillicothe, O., April 21st, while coupling cars.

Brakemen ED. SHANNON was killed while switching at Toledo, O., April 17th.

ON May 29th, Ed. English fell from his train at Marquette, Mich., and was killed.

Brakeman W. WELLS was killed while switching at Florence, Kan., April 16th.

Brakeman P. H. STEVENS, of the C. G., fell from his train April 17th and was killed.

Conductor A. F. KNIGHT was crushed to death in Chicago May 5th, while switching.

Conductor R. H. JONES was killed while switching at Edge Moor, Delaware, April 18th.

APRIL 13th, Thomas Callender was killed while switching in the yards at Henderson, Ky.

Brakeman C. RUSK, B. & M., was run over and had his leg crushed at Blue Hill, Neb., May 6th.

Brakeman C. W. RUSSELL was dangerously if not fatally hurt in a wreck near Berwin, I. T., May 5th.

Brakeman A. F. LINCOLN was seriously injured while switching at New Bedford, Mass., May 5th.

Brakeman J. S. DIBBLE was run over and killed, while switching at Green River, Wyo., on April 30.

Brakeman HENRY BROWN fell from his train near Tara, on the Grand Trunk Ry., May 9, and was instantly killed.

Yardmaster GEORGE PATRICK, of the Mexican National, was run over at San Luis Potosi, April 24th, and had both legs cut off.

ON MAY 7th Fireman Sipes was killed at Fountain, Colo. A misplaced switch threw a portion of the train down an embankment.

BROTHER F. M. WILEY, of Cairo, Ill., lost the first, second and third fingers of his right hand, while switching in the O. & M. yards in that city.

IN A wreck at Castorville, Cal., April 30th, Firemen Ormouins was killed, and Brakemen J. H. Ross and W. W. Craig were seriously injured

Brakeman A. S. BRIGHT was killed at Kingsland, Ind., May 15.

Brakeman WM. JONES was seriously injured at Allentown, Pa., May 7.

EDWARD CLINGER, a Pan-Handie brakeman, was instantly killed at Leroy, Ind., May 14.

Engineer PAT RYAN was severely injured in a head-end collision near Elgin, Ill., May 14.

CHARLES LYONS, conductor Southern Pacific, was probably fatally injured at Luling, Texas, April 26.

Engineer JOHN MACK, of Chanute, Kan., was killed by the boiler of his engine exploding, May 9th.

HERMAN PRESSLER, brakeman L. S. & M. S. Ry., fell between the cars at Oberlin, O., May 14, and was killed.

Brakeman HARVEY BAKER was killed on the Toledo & Ohio Central, at Thurston, O., May 12, while coupling cars.

Fireman O'BROSIUS was instantly killed in a collision at Temple, Texas, May 13. Engineer McVey was also injured.

ON April 22nd, Brakeman John Connelly fell from his train at White Hall, Pa., and was run over and both legs cut off.

Chas Aubudion, brakeman Iron Mountain road, had both legs cut off while coupling cars at St. Louis, May 12. He died soon after.

MAY 9, a wreck on the C. B. & Q., near Wyanet, Ill., resulted in the death of Engineer S. A. Adams, Fireman James Maddock and Brakeman H. Mott.

Engineer JOE DIXON was probably fatally scalded on May 9th, near Andover, on the Milwaukee. The train was wrecked by striking some horses.

L. L. GRIMES, of Galesburg, brakeman, C. B. & Q., was instantly killed at Avon, Ill., May 15. He was a member of Lodge 24, and was formerly a telegraph operator.

Engineer GEO. PEARL and Fireman Henry O'Connor were instantly killed May 11 on the Lehigh Valley, by the explosion of the engine boiler, near Buffalo, N. Y.

MAY 12, an engine on the St. L. K. & C., jumped the track near Clayton, Mo., killing Engineer Richard Jones and Conductor R. Shelton, and fatally injuring A. Garfield, fireman.

MAY 13, the boiler of a locomotive on the Reading road exploded near Shamokin, Pa., instantly killing Engineer Hoglegoz and Fireman Chas Kauffman. Conductor Geo. Yeager was fatally injured.

MAY 14, a rear end collision on the B. & S. Division of the Erie Road near Hamburg, N. Y., wrecked thirty-six cars and a locomotive. Engineer Glaire and Fireman Cronin escaped with slight injuries.

The Brotherhood.

RAILROAD fatalities for the past month have been unusually light.

ALL absent members of No. 148 are requested to correspond with the Financier.

THE Secretary of No. 156 reports the loss of traveling card issued to Bro. John Curolay, No. 25.

WE have a letter from Bro. Isaac Miller, of No. 1, acknowledging payment of his policy of \$1,000.

WE are informed by Bro. C. W. Babb that the bondsmen of C. G. Duvall have made good the shortage in his accounts with No. 148.

BRO. W. H. I. MORRIS, box 478, Pittston, Pa., calls for the address of M. F. Morris. He was last heard from on the Missouri Pacific.

MRS. JOHN MURRAY, of Truro, N. S., writes to acknowledge receipt of \$1,000 in payment of policy held by her son, Bro. Albert E. Murray.

CHAS. L. LOND, Arlee, Mont., calls for the address of Brakeman Phil Sully, last heard of on the Idaho Division of the Northern Pacific in July, 1889.

BRO. WEAVER, of Newark, Ohio, writes that No. 169 was recently presented with a handsome banner by the wives and mothers of the members of that lodge.

A LETTER telling of the raise secured by the Rock Island freight men taking effect April 1st, was crowded out of the last issue and is now too old for publication.

BRO. NORMAN, of No. 77, writes that the lodge is in first-class condition in every respect. Four of the members have been recently promoted to conductors.

WE are under obligations to No. 12, B. R. T., and No. 88, B. L. E., for invitations and complimentaries to balls. The former occurred April 28th and the latter May 1st.

BRO. R. E. WHITE has been duly elected **JOURNAL** Agent of No. 178, and any member not receiving his **JOURNAL** will get prompt attention by sending his address to R. E. White, Box 811, Alliance, O.

BRO. CHAS. WESTBROOK, of No. 23, had his valise taken from the car at Elkhart, Ind., May 3d by some unknown person. It contained besides clothing, all of his receipts and policy. A suitable reward will be given for their return. Fred A. Benhan, Secretary.

BRO. JERRY NORRIS, last heard from at Slater, Mo., will learn something to his advantage by addressing G. D. Kilgore, No. 142 Samuel street, Ft. Wayne, Ind.

WE are informed on excellent authority that H. J. Reedy is a man that it is well to keep away from. He turned up recently in Alliance, Ohio, and among other fine work, beat a Brotherhood man out of thirteen dollars.

THE JOURNAL is crowded again this month and a number of communications are still lying over that we expected to have published before this time. If you have sent in anything and have not yet heard from it, please be patient.

THE NATIONAL ASSOCIATION OF RAILWAY SURGEONS which met recently in Kansas City, passed a resolution favoring the enactment by Congress of a law requiring the use of automatic couplers and power air-brakes on freight cars.

WE are notified by **JOURNAL** Agent Smith that Mr. J. Broderick, who was reported expelled for non-payment of dues and being a "dead beat," has requested a correction. He should have been reported expelled for non-payment and dealing in intoxicating liquors. It was a mistake of the Secretary.

BRO. W. W. BERRY writes a very good letter from Glendive, Mont., and we regret that there is not room for entire publication. The principal feature of the letter is a strenuous objection to Brotherhood conductors carrying all sorts of railroad men into that part of the country. He says Brotherhood men are continually being crowded out of employment by the reckless, drunken, hoodlum element that the Brotherhood men have thoughtlessly assisted to get into the country. This is a point worth thinking about.

WE have on hand quite a number of letters requesting that the disreputable conduct of various members be published in the **JOURNAL**. We have before called attention to the fact that we cannot publish anything of the kind unless the members have been duly expelled by their lodge and notice sent to the **JOURNAL** under *lodge seal*. At first thought, this may seem to come under the head of "red tape" proceedings and to be something entirely unnecessary. But a second thought will convince any fair-minded person that it is simply a matter of business. If the **JOURNAL** publishes something that proves to be incorrect, it is responsible for it. Unless we require such notices to be sent under *lodge seal* it would be a very easy matter for any person to impose upon the **JOURNAL** and get it into serious trouble. It is not pleasant to think that there are people who would do such a thing, but within the past month or two we have had posi-

tive proof that it is just as true as it is unpleasant. We therefore call attention once more to this matter and request those who have already sent in notices asking that the conduct of certain members be published, to send another notice with the lodge seal attached. We cannot be expected to be personally acquainted with the thousands of members, nor to know the hand-writing of the Secretary of every lodge.

The Cash Prizes.

The contest for the prizes of \$50.00, \$25.00, and \$10.00 offered by the JOURNAL for the best lists of subscribers sent in by May 1, 1890, was hardly so spirited as desired, but nevertheless resulted in three of the best "rustlers" being suitably rewarded, and at the same time proved a very profitable financial investment for the JOURNAL. Bro. Wm. Walliser, of Turner, Ill., (No. 161) carried off the first prize with 76 names. Bro. Mark Wilson, of Springfield, Mo., (No. 167), secured the second prize with 65 names, and Bro. J. H. McConnell, of Winnipeg, Manitoba, (No. 121), won third with 48 names. Those who stood well on the list, and who, until the last few days, seemed to be likely to win, are as follows, mention being made of those only who secured thirty or more:

A. F. Forbes, Kamloops, B. C.
J. M. Cox, Goodland, Kas.
John Crooks, Laramie City, Wyo.
S. L. Thurman, the Dalles, Ore.
Thos. C. Smith, Walton, N. Y.

THE recent trouble at Pittsburg, Pa., which necessitated the calling of the Supreme Council was satisfactorily adjusted and makes another strong argument in favor of federation. The employees at that point have never enjoyed anything like the pay they should receive, and there was no possible excuse for the company refusing to grant their demands in the first place; but they did refuse and continued to refuse until the Supreme Council was called together, after which it took but a very short time to reach a settlement. The wages were advanced about 20 per cent, and the very fact that this was a compromise and leaves the wages considerably lower than at many other points, shows how much need there was for making a demand for an advance.

We have noticed in letters recently, references to the emblems on the title page of the JOURNAL which would indicate that not all of the members have yet discovered the fact that the four official emblems are represented. The brake-wheel is very plain in the letter "J," the links and pin form the letter "T," while the ticket punch will be found in the word "Railroad," and the capital letter "R" is formed by a part of it. By holding the book upside down the ticket-punch is made still plainer. By reso-

lution of the St. Paul Convention, the link, pin, brake wheel and ticket punch, were made the official emblems of the Brotherhood. In designing the title page, we endeavored to use the four in such a way that they would be easily seen and yet not be obtrusive.

I would like to say a word in regard to the "Beard Order" of President Corbin, of the Reading. I think he is on the wrong side of the "duck pond" to prosper long in his career. He may succeed in pulling the wool over the people's eyes for a time, but the American people have got too much good sense to be hoodooed by such a man.

S.
Aurora, Ill.

EDITOR JOURNAL:—Order of Railway Telegraphers held their first annual supper at the Exchange, Pt. St. Charles, on Wednesday, the 19th inst. Was well attended and every one present enjoyed themselves immensely.

Mr. S. H. Stone occupied the chair, and right well did he do the honors of the evening. B. of L. F., was represented by Mr. Stoker, who is a "Stoker" on the G. T. Ry.; S. M. A. A., was represented by W. Kenniston; B. of R. R. T., by E. Scott. B. of L. E.'s representative did not turn up.

PT. ST. CHARLES, CAN.

A member writes: "Please answer the following question in the JOURNAL: Our Chairman of the Local Grievance Committee writes sister lodges on Grand Trunk System, for their opinion on certain subjects.

Would the answers to the above letters be considered private or lodge property? Mind you, he was not authorized by the lodge to do this."

If he acted as an individual and was seeking personal information, we do not see how the lodge could claim the information obtained. This, however, is only opinion. We know of nothing in the constitution to cover such a point.

Expulsions and Suspensions

REPORTED TO MAY 20TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues:

Lodge No.	Lodge No.
40 J. Mason.†	196 A. C. Hereford.
40 Ernest Utter.‡	220 F. D. Horton.†‡—
151 A. Murphy.*	231 W. A. Sperling.†
196 J. T. J. Marley.†—	233 W. A. Fife.†

* Defrauding. * General principles. † Drunkenness. | Dead beat. — Unbecoming conduct. § Bigamy.

SUSPENSIONS.

81 J. T. Read, 30 days; drunkenness.
97 H. H. Lynch, 6 months; unbecoming conduct.
123 R. J. Satterfield, 30 days; drunkenness.
201 L. E. Faldon, 30 days; unbecoming conduct.

The Following is a Statement of Claims Paid in the Month
of April, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
791	D. I. Bluck	Milwaukee, Wis.	\$ 1,000 00
792	R. P. Campbell	Youngstown, Ohio.	1,000 00
793	W. F. May	Harrisburg, Pa.	1,000 00
794	C. A. Kelso	Decatur, Ill.	1,000 00
795	Jacob Blint	Reading, Pa.	1,000 00
796	John Richmond	Garrett, Ind.	1,000 00
798	Louise Dyer	Macksburg, Ohio	1,000 00
799	Mary Rolling	Philadelphia, Pa.	1,000 00
800	Hanna Nevins	Columbus, Ohio.	1,000 00
802	Margaret McManus	Camden, N. J.	1,000 00
803	Mrs. F. R. McKenzie	Wellsford, N. J.	1,000 00
804	C. A. Rupp	Columbia, Pa.	1,000 00
805	Belle Saunders	Waterloo, Iowa.	1,000 00
806	Mrs. C. M. Stevens	Salem, N. Y.	1,000 00
807	Mary Stevens	Ithaca, N. Y.	1,000 00
808	Sherman Fetters	Andrews, Ind.	1,000 00
810	Bartheline Sirard	Joliet, Que.	1,000 00
811	J. P. Walsh	Charleston, S. C.	1,000 00
812	Flora Johnson	Wadsworth, Nev.	1,000 00
813	J. W. Cline	Victor, N. Y.	1,000 00
814	J. J. Shea	Lima, Ohio.	1,000 00
815	Mrs. J. A. Seevers	Oskaloosa, Iowa.	1,000 00
816	Mrs. R. Montgomery	Cleveland, Ohio.	1,000 00
817	Mrs. Ellen Ford	Fall River, Mass.	1,000 00
Total			\$24,000 00
Amount in Beneficiary Fund April 1st, 1890			\$ 526 05
Amount received during month of April, 1890			27,205 00
Total			\$27,731 05
Amount paid in Claims during month of April, 1890			24,000 00
Amount in Treasury in Beneficiary Fund May 1st, 1890			\$ 3,731 05

Important.

When reporting to the Grand Lodge the admission of a member, the transfer of a policy or sending in a policy for exchange, be careful to spell all names correctly and give full name and relationship of beneficiary. Don't write it thus: "John W. Smith admitted May 1st, policy payable to Mrs. John W. Smith, wife, Washington, D. C." but write her given name as: "Julia L. Smith, wife," or "Julia L. Smith, mother," or "Miss Julia L. Smith, sister." In any case, give the first name in full and the initial letter of the middle name, if there be any, and always state relationship, as the policy is incomplete without it.

Considerable unnecessary correspondence has been caused by the officers of lodges reporting admissions and policy transfers on old style form 110 and not reporting relationship of beneficiary because the blank does not call for it. The new style blank used for this purpose was arranged especially for the new policies; and lodges are requested to use them for reporting all admissions. Lodges having a stock of the old form can use them for reporting expulsions, withdrawal and transfer cards issued and members admitted by transfer card only.

It is evident that the secretaries are not giving the duplicate beneficiary statements returned to them by the G. S. & T., the attention they should have, from the fact that notice of

delinquency in some cases has to be repeated several times before any attention is paid to it and then the Financier complains because he was not notified sooner. When an assessment is being credited on Grand Register, if a member paying the assessment is delinquent, any assessment past due, notice is given on duplicate returned to the secretary, and for this reason, if no other, members should insist that duplicate beneficiary statements be read at the first regular meeting held after they are received by the Secretary.

When making remittances to the Grand Lodge, don't use Post Office Money Order, Postal Note, Registered Letters or personal checks; remit by bank draft or Express Money Order when possible, and have them written "Payable to F. & M. Bank, Galesburg, Ill." But in no case shall you send them to the bank; mail them with your statements to the G. S. & T. If you have to send money by express, address it to W. A. Sheahan, never address anything to the Bank.

W. A. SHEAHAN, G. S. & T.

ERRORS in the list of expulsions appearing in May are corrected as follows: M. F. McCormick, of No. 163, should have read for defrauding, and not for drunkenness; Ed. Connors, of No. 186, instead of No. 86, for drunkenness, and not for defrauding; T. M. Pope, No. 253, should read No. 254.

*** Grand * Lodge ***

—(OF THE)—

Brotherhood of Railroad Trainmen.

June Assessment Notice—Nos. 84 & 85—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,
To Subordinate Lodges: GALESBURG, ILL., JUNE 1st, 1890.
Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
818. *Hiram Elcke.....	153	Disability ..	Feb. 2	Fell from train, knee cap broken in three pieces.....
819. *Patrick McGauran.....	14	Disability ..	Aug. 2	Explosion of fireworks in baggage car, badly burned all over.....
820. *Martin Fahy.....	164	Disability ..	Aug. 20	Fell from train, left hand run over.....
821. *L. J. Gage.....	59	Disability ..	Oct. 19	Fell from train, both hips and left shoulder badly jammed.....
822. *Wm. Dunn.....	16	Disability ..	Nov. 16	Left hand mashed coupling cars.....
823. *Fred Saathof.....	77	Disability ..	Nov. 20	Fell from train, spine injured.....
824. *C. C. Bourdette.....	31	Death	Dec. 1	Malignant diphtheria.....
			1890	
825. Chas. H. Fisher.....	315	Disability ..	Jan. 16	Left leg cut off in a wreck.....
826. Ed McCarthy.....	324	Death	Feb. 10	Consumption.....
827. C. W. Harvey.....	289	Death	Feb. 15	Killed switching.....
828. C. E. Warren.....	181	Death	Feb. 20	Killed switching.....
829. S. W. Lindsay.....	122	Death	Feb. 22	Puthisis.....
830. John Costello.....	48	Death	Feb. 22	Thrown from buggy, died from injuries.....
831. Wm. J. Snook.....	36	Disability ..	Feb. 24	Right side paralyzed.....
832. Peter Cameron.....	241	Death	Feb. 24	Inflammation of the bowels.....
833. E. E. Montgomery.....	224	Death	Feb. 26	Inflammation of the brain.....
834. James Euright.....	333	Death	Feb. 28	Killed in a collision.....
835. M. J. O Brine.....	229	Death	Mar. 5	Fell from train; died from injuries.....
836. John F. Hoar.....	88	Disability ..	Mar. 5	Right hand mashed coupling cars.....
837. W. E. Young.....	33	Death	Mar. 10	Quinsy and bronchitis.....
838. Canady Miller.....	170	Death	Mar. 10	Killed instantly in a rear end collision.....
839. W. E. Morris.....	123	Death	Mar. 11	Struck by a car, died from injuries.....
840. A. A. Robertson.....	169	Disability ..	Mar. 12	Left leg crushed coupling cars; amputated.....
841. John Barrey.....	4	Death	Mar. 12	Killed in a wreck.....
842. J. F. Merritt.....	57	Death	Mar. 15	Killed coupling cars.....
843. Martin Manley.....	118	Death	Mar. 19	Run over and killed.....
844. Frank H. Leyde.....	21	Disability ..	Mar. 24	Left leg cut off switching.....
845. Henry Colm.....	117	Death	Mar. 26	Struck by train, instantly killed.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing June 30th, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of July, 1890, for every Member who has paid June dues. [See Article XIX., Constitution of Subordinate Lodges.]

Fraternally Yours,



GRAND SECRETARY AND TREASURER.



* Satisfactory proofs not filed until after assessment
82 and 83 was issued.

THE
Railroad Trainmen's Journal.

Vol. VII.

JULY, 1890.

{ NEW SERIES No. 7.
OLD SERIES No. 77.



CY. WARMAN,
EDITOR "WESTERN RAILWAY."
(See Sketch on next page.)

CY. WARMAN.

Our portrait this month is that of the genial editor of the *Western Railway*, published at Denver, Colo., and formerly known as the *Frog*. Mr. Warman was for a long time an engineer on the Denver & Rio Grande, but was compelled by ill health to abandon railroading, and in 1888 he established the *Frog*, at Salida, Colo. The paper became immediately popular. The force and originality of its editor was established by the introductory number, and the *Frog* soon became the favorite labor paper of the West. Its popularity increased with its age and when it outgrew the village of its birth it was moved to the metropolis. Last March it passed into the hands of a stock company composed of Denver railway officials and was given its present name. Mr. Warman, however, is still editor and his literary genius continues to make the *Western Railway* the brightest, spiciest, most entertaining publication devoted to Western railroading.

It is not to be doubted that a magazine which is merely a gatherer of news items and furnishes its readers with nothing more, is a useless thing in this day of progressive journalism. The art of entertaining the reader is quite as necessary to the success of the editor as it is to the orator or actor. This happy faculty of entertaining Mr. Warman possesses in a large degree. The *Western Railway* is not only a recorder of railroad news but it is always brimful of bright, original humor. We hoped to have the pleasure of presenting a few entertaining items by way of illustration, but were disappointed in not being able to secure a file of the *Frog* in time. Some of the many poetical productions which have appeared in that journal would have made excellent reading. We have, however, a few lines written by Mr.

Warman soon after the death of his wife, and which have never been published, but were copied from his note book:

HER PICTURE.

How much nearer now and dearer
Seems my own lost love to-day;
Once so cheery, now so dreary
Wear the weary hours away!
I, 'most fainting, scan the painting
On the easel, while they start
Tears hot bursting, and a yearning
Deep and tender fills my heart.
Friends assure me time will cure me
As it heals the broken flesh;
But life's ocean's mad commotion
Breaks each day the wound afresh.
Could the splashing billows, dashing,
Sweep this sorrow from my breast,
As the dying zephyr, sighing,
 Rocks the withered rose to rest!

A Compound Passenger Locomotive.

The *Engineering Journal* furnishes the following description of a compound passenger engine illustrated by the London Engineer and used on the Northwestern Railway of England: The boiler is of steel, the barrel being 51 in. in diameter and 10 ft. 7 in. long. The fire-box is of copper, and is six ft. 3 $\frac{1}{2}$ in. long, 3 ft. 2 $\frac{3}{4}$ in. wide, 6 ft. 3 $\frac{1}{2}$ in. deep at the front end and 5 ft. 3 $\frac{1}{2}$ in. at the rear end. There are 203 tubes, of brass, 1 $\frac{1}{4}$ in. diameter and 10 ft. 11 in. long. The fire-box heating surface is 123 sq. ft. and that of the tubes 1,016 sq. ft., making a total of 1,139 sq. ft. The boiler is built to carry 200 lbs. pressure, but 175 lbs. is the working pressure generally used.

The tender, which is carried on three pairs of 45-in. wheels, has a total weight, loaded, of 89,700 lbs.; it can carry 3,940 galls. of water and 4 tons of coal. The great tank capacity is necessary, as these engines have to make the run from Newcastle to Edinburgh, 125 miles, without stopping.

As to their performance in service, it is stated that with these engines the saving in water as well as

in fuel is from 18 to 20 per cent. as compared with the non-compound engines on the same service. As a matter of fact, the consumption of all the compound passenger engines working the same relative trains with the non-compound engines averaged, during 12 months, a net saving of 22 per cent in coal.

In designing these engines the greatest consideration has been given to all the working details, so that the long distance can be run at the high speeds required with as little extra need for attention on the part of the men in charge as possible, and every facility has been provided for their ready control. The personal comfort of the enginemen has also been attended to, so that they can perform the duties that devolve upon them under the most favorable circumstances. The first of these engines, No. 1,517, was put to work in October last, and this, with the other three, has been working the fast passenger traffic between Newcastle and Edinburgh regularly, the number of vehicles varying from 10 to 22; in either case these engines have no difficulty in running within time.

On one occasion a trial was made between Newcastle and Berwick with a train of 32 empty carriages, the distance being 67 miles, and the total weight of train 270 tons; the time was 78 minutes, or three minutes less than that of the regular Scotch express, and with the heaviest loads it is quite unnecessary to provide an assisting engine.

The consumption of coal is, indeed, much lower than anticipated. At the end of October, No. 1,517 engine averaged 26.4 lbs. of coal per mile. These engines steam well and run exceedingly steady. With a special train of 18 six-wheeled carriages a speed of about 90 miles per hour—the highest on record by several miles—was obtained, and at that speed there was

not the slightest inconvenience in moving about on the foot plate or front end of the engine.

It may be stated that several more engines of the same pattern are now under construction for the Northwestern Railway, and that there are now in use on that road 32 compound passenger engines and 162 compound engines in freight service. In all, about 600 compound locomotives of the Worsdell & Von Borries type have been built up to the present time.

An Irish Locomotive.

[Locomotive Engineer.]

The accompanying picture, for which we are indebted to The Engineer, London, Eng., represents the very latest design of engine used on the Irish express trains.

The engine was built by Dubs & Co., Glasgow, from the designs of Mr. John G. Robinson, Locomotive Superintendent of the Waterford & Limerick Railway. The engine is of the Irish gauge, 5 feet 3 inches.

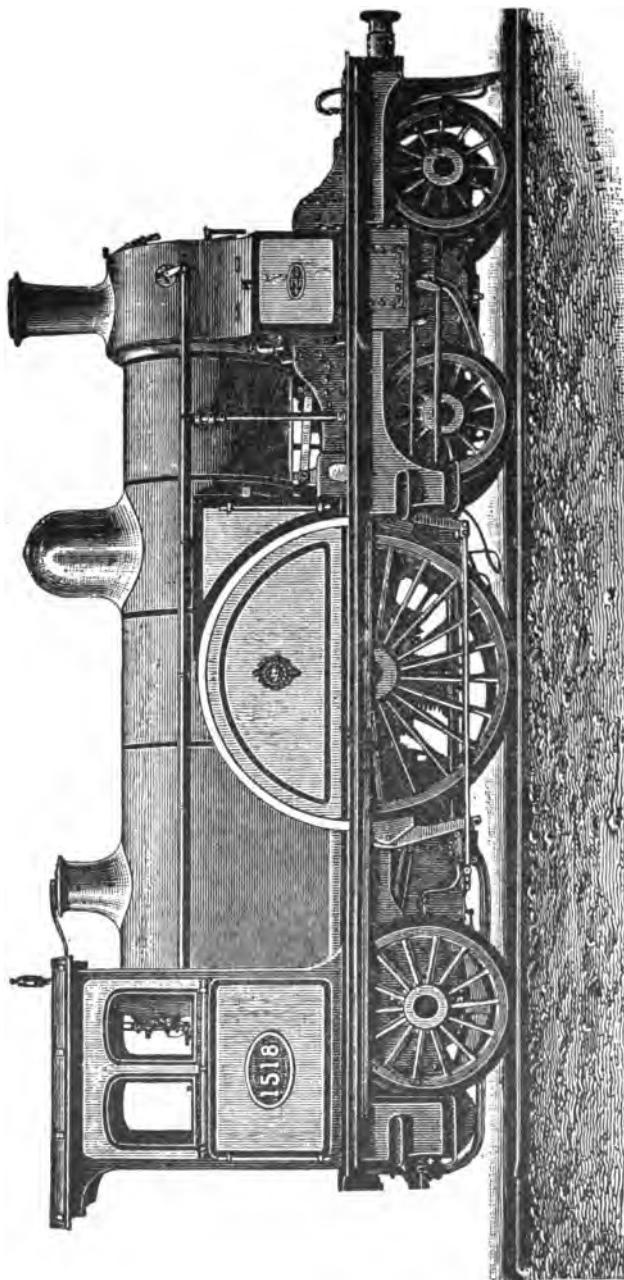
The leading springs are of a pattern not used in this country, and were, we believe, designed by Mr. Gooch, of the Great Western road.

The total weight of the engine, in working order, is 81,676 pounds, of which 55,328 pounds are on the drivers.

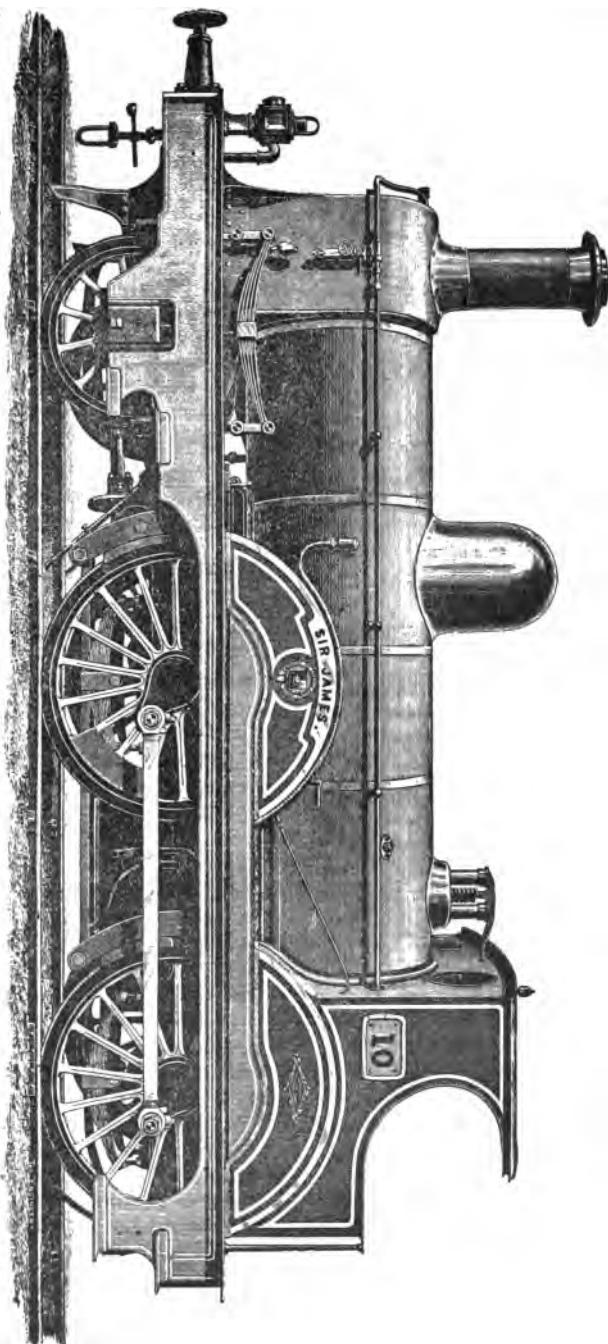
The automatic vacuum brake is fitted to the coupled wheels and tender wheels. The leading axle is fitted with traversing axle-boxes, with inside and outside bearings.

The tender holds 2,000 gallons of water, and 3½ tons of coal. It is carried on six wheels and weighs fully 50,300 pounds. The total wheel base of engine and tender is 35 ft. 2 in. The engine has given entire satisfaction, and reflects great credit on the builders for workmanship and finish.

Comparing this locomotive with American 8-wheelers, with which



COMPOUND PASSENGER LOCOMOTIVE, NORTHEASTERN RAILWAY, ENGLAND. (See Page 386).



AN IRISH LOCOMOTIVE. (See Page 387.)

our readers are all familiar, will show the essential difference in practice between the two countries.

The cab is the most noticeable difference, except that this engine is inside connected. The total absence of equalizers would make this a very hard engine to ride on our uneven roads; and the coupling arrangements, with provisions for taking up the slack, seem light, trappy and slow.

The Ramsbottom safety valve, so common in Europe, is never seen here; in this arrangement two valves are held to their seats by one spring.

Federation.

"Too much discussion on this very important subject there cannot be. The JOURNAL's twenty thousand readers will give it audience. Let it step into the arena with the sword of logic, and may the weakest theory perish."—RAILROAD TRAINMEN'S JOURNAL.

In accepting your invitation to discuss Federation through the columns of the JOURNAL, I done so in good faith, under the impression that the invitation meant what it said: that "too much discussion on this important subject there cannot be." However you say that it was only intended for the *U. P. Magazine*, and not for the public; then for the committing of this error I ask your pardon, as I have no desire to be an intruder. Yet I trust you will permit me to make a few corrections in your remarks on my contribution in the May issue. That contribution, by the way, was captioned as this is, "Federation," which you saw fit to erase, and then placed the article as though it was a continuation of the *U. P. Magazine's* remarks. I do not question your right to do as you see fit in this affair, but that in connection with your treatment of the subject matter has placed me in

a false position. You intimate that I was in conspiracy with the editor of the *U. P. Magazine*, to draw you into a discussion for the purpose of attack; "to be armed as it were before entering the arena." This is as unworthy of you as it is unjust to me. I have given you no cause for such a conclusion, and I assure you that there is not a particle of truth in its foundation. You cannot point to a line or a sentence in the whole paper, expressed or implied, that justifies such a charge. What I had written, in response to your invitation, as I understood it, was entirely upon my own responsibility without consulting any one, directly or indirectly, nor was it to assist the *U. P. Magazine*; in fact the *U. P. Magazine*, or anybody else outside of your office had no knowledge of its existence, and indeed from what I see the *U. P. Magazine* does not need any assistance. It seems to be amply able to take care of itself.

It certainly is not a criticism or attack upon any plan, supreme, sublime or submissive. It was simply my opening paper on the advancement of Federation, that I hoped to have the privilege to continue. I little dreamed that it would have done violence to any one's principle, and now looking it over again I cannot discover how it can possibly be distorted into such an interpretation.

To advance Federation and give it that position of stability and influence that is necessary to maintain it, it must be done solely upon its merits, and not upon the prominence or insignificance of those who may espouse or oppose it. A disagreement upon its application, or a difference of opinion as to its establishment cannot be satisfactorily settled by personal quarrels or trifling technicalities. Such methods too often necessitate the sacrifice of self-respect and result rather in retarding

than advancing the best interests of Federation. Methods of this character are somewhat like the band of Zulus who had captured a battery ; they had a magnificent and a powerful weapon, but they did not know how to use it.

Federation is a stately and a dignified proposition that will brook no quibbling ; anything small, petty or mean is abhorrent to its teaching and an injury to its influence ; therefore personalities must be entirely eschewed, and the facts clear, intelligible and unadorned be set forth for consideration and digestion. It was with these views that I entered the JOURNAL in May with my opening paper, to advance Federation and endeavor to show its importance and great power, by my own limited efforts, and if necessary to take a hand in its defence. But while I am misunderstood and placed in a false position, I will decline to enter the controversy.

W. F. HYNES.

The above communication was received from Mr. Hynes too late for publication in the June issue—a fact we regret very much, because when a person considers himself misrepresented he naturally wants an early correction. Yet we do not think Mr. Hynes was in any degree misrepresented, or that our readers have been given a false idea of his beliefs and purposes. Our introduction to the arguments for the Supreme Council plan of federation in the May number to which Mr. Hynes objects, was as follows:

When we wrote the challenge quoted above by Mr. Hynes we directed it squarely toward the *Union Pacific Employes' Magazine*, which had been heaping coarse abuse upon the Supreme Council and ridiculing the federation of the three brotherhoods in its characteristic vein, while declaring that no federation existed. We had no intention of throwing down the gauntlet to the public, but we are pleased, nevertheless, to see it taken that way, for it has given us an opponent who can see the difference between rant and reason.

And, after all, it makes not the slightest differences whether the attacking force be singular or plural. * * * * We are more than pleased that the *U. P. E. Magazine* is so fortunate as to have such able assistance—to be armed, as it were, before entering the arena, and to feel when inviting us to battle that it could depend upon such able reinforcement ; for whatever else the result may be it is now quite certain that no victories are to be easily won.—JOURNAL for May.

Now this was but a statement of the facts in the case, made for the purpose of explanation, and it is the simple truth. That the challenge was "directed squarely" toward the *Magazine* will be readily seen by reading the entire paragraph, of which Mr. Hynes quotes but the third and fifth sentences:

But that we may not by any possibility misrepresent the views which prompt criticism of the Supreme Council, we invite the *U. P. Employes' Magazine* to set them forth in full. If it has a better scheme of federation than the one which proposes a strong central government it ought to give it to the public. Too much discussion on this very important subject there can not be. Let the *Magazine* set forth its arguments. The JOURNAL's twenty thousand readers will gladly give it audience. Let it step into the arena with the sword of logic, and may the weakest theory perish.—JOURNAL for February.

In the presence of language so direct there can be no question about who was challenged. But that does not by any means make Mr. Hynes an intruder, and it was for the very purpose of making all who wished to enter the discussion feel free to do so that we explained in the opening paragraphs in the May article, that although but one had been challenged everybody was welcome.

We can see no reason why Mr. Hynes should be annoyed by the reference to the *Magazine* being "armed before entering the arena." The whole sentence from which the quotation is taken was intended to set forth the weak and aimless way in which the *Magazine* had been attacking the Supreme Council and to

emphasize the fact that it stood in such sorry need of assistance that unless it got it soon there would be no discussion at all. The notion that we wanted to give our readers the impression that there was a conspiracy between Mr. Hynes and the *Magazine* is certainly the result of unusual sensitiveness. Why, in the name of things reasonable, should we want to give such an impression? What could be gained by it? If the kind of federation we are defending is wrong it can not be bolstered up by crying "conspirators" at its opponents, and if it is right a thousand actual conspiracies could not overthrow it.

To support his position Mr. Hynes says that we erased from his article the caption "Federation" and placed his paper immediately after what the *Magazine* had to say. This is true, and we submit that it was the proper thing to do. It was a general discussion on federation and the three writers followed each other just as three speakers would in debate. The first position was given the *Magazine* because it was the first to take up the subject. We are willing to admit that had Mr. Hynes been made responsible for anything said by the *Magazine* he would have good cause for complaint. But he was not. The two articles were replied to at the same time, but the *Magazine's* was disposed of first and the last two pages devoted entirely and exclusively to Mr. Hynes' article. It is true his article followed the *Magazine's*, but that no more makes it a continuation of the *Magazine's* arguments than the JOURNAL's arguments would be a continuation of Mr. Hynes' production. Each article was in a separate division and preceded by the name of the author. As to erasing the caption "Federation" it was merely moved to the head of the page and the words "A Discussion"

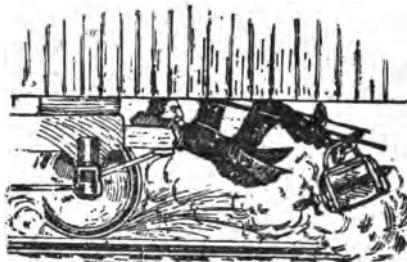
added to it to make it more comprehensive.

If Mr. Hynes has cause for complaint it lies in the fact that we assumed him to be an opponent of the Supreme Council plan of federation, while it is true that his contribution was simply an opening paper and contained no specific criticisms on any plan. But was not such a conclusion perfectly natural? The JOURNAL was defending the plan now in operation and challenged its opponents to debate. Mr. Hynes then entered the discussion and clearly set forth that he was an advocate of system federation, which is directly antagonistic to the present plan in force. To be an advocate of a certain thing is certainly to be opposed to things opposite, and we can not see how such a classification can do any one injustice.

We repeat again that there was not the slightest intention to make it appear that there was a conspiracy of any kind whatever, and that the *Magazine* was merely congratulated upon having so able an advocate upon its side of the question (system federation)—a fact which of course it knew long before the discussion was thought of, for it was familiar with the views of both Mr. Hynes and the editor of the JOURNAL more than a year ago. However, if our language in the May number was misunderstood by others as well as Mr. Hynes, our regret is exceeded by nothing but our desire to correct the error. We trust this explanation will be sufficient to set everybody right, and that the discussion will move smoothly forward. It would be very unfortunate for anything to cut it short at this point, and we are, therefore, disposed to overlook the rather sarcastic tone of Mr. Hynes' letter above, and hope to have the pleasure of presenting a further argument from Mr. Hynes at an early date.

Humor.

"A little nonsense now and then
Is relished by the wisest men."

**The Starring Tour.**

Fakir (the tragedian)—Ha, how fortunate I am! Just think of the rest of the company footing it home over the ties, weary and foot-sore and without shelter!—*Life.*

The Railway Crossing.

[Chicago Herald.]

There are some who die on mountains high,
And some in war's commotion;
Some suicide and cross the tide
To satisfy a notion.
And some there be who death must see
Amidst the tempest tossing,
But far the most give up the ghost
Upon the railway crossing.

Some silly loons jump from balloons
And meet the fate that follows;
Some lose their breath and choke to death
Upon the hangman's gallows,
But those we lay away each day
Beneath the headstones mossing
Who try to beat the engine fleet
And die right at the crossing.

Oh, you may toy with buzz-saws coy
Whenever they're in motion,
Or on a feather in stormy weather
Attempt to cross the ocean,
And even jaw your mother-in-law,
Who always does the bossing,
But don't go near—if death you fear—
The fatal railway crossing.

Tommy (studying his lesson)—I say, pa, where does the Oshkosh rise, and into what river does it empty?

Pa—I don't know, my son.

Tommy—You don't know, eh? And tomorrow the teacher will lick me on account of your ignorance.—*Texas Siftings.*

A Woman's Love.

When the fields are all frozen, barren and brown,
When the flowers bloom over the leas;
When I dwell in the country or dwell in the town,
When the sun comes up or the sun goes down,
My darling I'll think of thee.

A Man's Love.

When the seagull skimmeth the scum of the slough
And soars away over the sea,
When the briny billows are black and blue,
When I haven't got anything better to do,
My darling I'll think of thee.

Cy. WARMAN.

ERRATIC ENRIQUE says the clock makers have the best right to strike because they are always working over time.

First Poet—I'm going to get even with the editor of the *Nogood Magazine*.

Second Poet—How?

First Poet—I've sent him a poem, and I've poisoned the mucilage on the return envelope.—*Puck.*

"Is this a fire insurance office?"

"Yes, sir; can we write you some insurance?"

"Perhaps you can. You see, my employer threatens to fire me next Saturday, and I'd like some protection."—Ex.

AN editor who knows whereof he speaks reaches these conclusions :

Editing a paper is pleasant business—if you like it.

If the type is large it doesn't contain much reading matter.

If we omit jokes folks say that we are nothing but fossils.

If we publish original matter they blame us for not giving selections.

If we give selections people say we are lazy for not writing more, and giving them what they have not read in some other paper.

If we give a complimentary notice we are censured for being partial.

If we don't every one says we are unjust.

If we remain in our office, attending to our business, folks say we are too proud to mingle with other fellows.

If we go out they say we don't attend to our business.



MRS. C. D. HAINES,

PRESIDENT MEDINA VALLEY RAILROAD.

Woman's Department.**A Lady President.**

In a recent number of the JOURNAL we noticed the election of Mrs. Haines to the position of President of the Medina Valley Railroad. We now have the pleasure of presenting her portrait as published recently by Leslie's. Mrs. Haines, who is but thirty years old, is said to be well versed in railroad affairs and much interested in the development of Texas, and is investing heavily in the road. She is the first lady, we believe, ever elected president of a railroad company, and her career will be watched with great interest.

The West-Bound Train.

A sweep of smoke, a thunder roll,
A scream that shook the eagle's nest,
A giant under man's control—
It dashed across the desert west.

The wild dogs and the watching tribes
Like driven dust before it flew,
The wealth of kings, the skill of scribes
It bore to lands they never knew.

The golden grain beside it sprang,
The mountains opeued up their stores,
And, like the sound of music, rang
The children's feet on happy floors.

Oh, brethren of the moving flame,
The world's uncounted chivalry,
You bear, no matter whence you came,
The message of the brave and free.

When over lone Siberian plains
The headlight pours its flashing ray,
Despairing captives from their chains
May rise to greet a brighter day.

Speed on, speed on, till earth has found
That justice cheaper is than war,
Till Labor's strength, with wisdom crowned,
Shall be more potent than a czar.

MARION MUIR RICHARDSON.

Richardson, Utah.

MRS. EMMA D. MILLS is said to be the lady who introduced typewriting in New York as a profession for women.

AN Esquimaux woman, whose name is Olaf Kraker, and whose height is given as only three feet and four inches, has entered the lecture field in England, clothed in her native costume.

JOURNALISM offers to women a tempting field. The number of ladies engaged as editors and editorial writers, and also as reporters, is constantly increasing. The enterprise of modern journalism is creating "assignments" that make it necessary that the staff of a good paper be composed of both sexes. The excellent work of the young woman who wrote up the cloak factory slavery in Chicago by first getting experience as an employe, is an illustration of reportorial work which men can not do.

THE day devoted to the Ladies' Auxiliary at the union meeting recently held in Chicago was a very successful experiment. Not only did the ladies attend, but they spoke on the affairs of the organization, and spoke to the point. The field for the exercise of the Auxiliaries' usefulness is too easily seen to admit of doubt and the future success of the movement will not be questioned by those who have taken account of the earnestness of the ladies engaged in it.

Practice and Habit.

I presume, dear readers, that you are all aware that we are born with faculties and powers capable of almost anything. But it is only the exercise of those powers which gives us ability and skill in anything, and leads us all on to perfection. Some excel in one thing, some in another, and it is often remarked that it is natural endowments, but you will find when examined into closely, it is the production of practice. I do not deny that natural disposition gives the first rise to it; but that never carries one far, without use and exercise, and it is habit and practice alone that brings the powers of the mind, as well as those of the body, to their perfection. Many a one has died and buried under a good trade or profession, that never produced anything for want of improvement. We are not made anything by hearing rules, and committing them, we must practice and settle the habit of doing. How many of us try to undertake so much, and excel in nothing. Whatever we are best adapted for, that is what we should practice and make perfect. It is better to be master of only one thing than to be Jack of so many trades.

B. K. M.,
Alliance, Ohio.

What Should She Do?

I print *verbatim* the letter of a girl whose sentiments, I fear, express those of many other young women:

"I am nineteen years of age. By the death of father, mamma is left with three children, of which I am the oldest. I should help to support the family, yet it is a severe trial to go out into business and incur the criticism of all the wealthy girl-friends with whom I associated when papa was alive. What shall I do? Can I not get some private employment which would bring me the revenue but not the unpleasant taunts and remarks of the girls I know?"

My correspondent in this case will excuse me if I speak to her plainly and frankly.

What shall you do? First of all, my girl, learn that nobody but a fool or a coward ever made unpleasant remarks about the girl who honestly and honorably earns her living. Believe me, those who would taunt and criticise you are unworthy either of your, or any good girl's friendship.

What shall you do? Get over the unwomanly cowardice which wants to make you hide from the world at large the fact that it is your duty to

help in the household that has lost its protector. The world has grown in these years, and the self-respecting, self-supporting woman receives her meed of applause. The woman who works is the power in the land—if she does her work well.

The woman who wants to sit at home and do her work secretly, because she feels she cannot face her friends (what poor friends they must be!) is not apt to do good work and is not apt to get good pay.

You may do some fancy-work that your friends, for sweet charity's sake, will buy for a while, but this isn't working; and if you are young, healthy and have ability as you say, you don't want to be an object of charity.

What shall you do? Go out into the world, my girl, let the sunshine of honest work clear away the clouds in your brain. Do whatsoever your hands find for you to do with all your heart and all your strength, and, as surely as you and I are living you will succeed.

There is always a place in this world for a good worker; there is always proper payment for good work; but for poor work, for shiftless labor, for work about which so little pride is felt that anybody wants to hide it from public view, there is nothing but contempt.

The woman who works need never be anything but womanly, but she must be as exact as a man. She must realize the value of punctuality, and, above all else, if she does nothing more than sweep an office, she must conclude to sweep that office so well that she will get better wages for it than any one ever got for it before, and in this way make her first step toward success.

Success must be sought; it doesn't come uninvited nowadays. The leave you get to work, which Elizabeth Barrett Browning says is the best you can get, is yours. Having it, keep always going ahead—each day making your work better and better, not only because your employer has a right to demand it, but for your own honor's sake.

You will learn to like it because you do it well, and when the day comes around that your wages are handed you there will be a great thrill of thankfulness in your heart, not only because you are helping those at home, but because you can stand in the sight of your God and feel that "The laborer is worthy of his hire."

That is what you should do. Be honest, be good, be courageous, and you will make of yourself a woman in the truest sense of the word.—*Ladies' Home Journal.*

The Gum Habit.

[Written for the JOURNAL.]

My letter to the JOURNAL for May seems to have drawn out no reply. I had deluded myself with the idea that Fay Winwood who took such strong grounds about training children, or "Sister Lu" who wrote energetically about domestic

affairs in the JOURNAL for April, would have something to offer on this subject, and my disappointment is equal to my delusion. Nothing, it seems to me, is so liable to damage the constitutions of the young or spoil the tempers of the older as the use of gum, and I am anxious to see the ladies interested in the subject. Not that I think they are much more given to the unfortunate habit than the men are, but because their influence is stronger for reforms.

Some time ago I read the following in a St. Louis paper and cut it out for future use:

The most remarkable case that has come under the observation of the medical fraternity in this city for a long time, is that of Mary Yountz, aged 12 years, who is suffering from facial paralysis. This affliction is due to chewing gum, she having employed the use of her jaws so constantly during the last three months that the muscles of her face are powerless, and her nerves are in a dilapidated condition. There is much sympathy felt for the little miss here, as her condition is regarded as a serious one by the physicians who have been called upon to treat her. In whatever position she is able to twist her mouth, the muscles remain, and the face is thus in a contorted shape, until one of the members of her family assists her to place it in proper condition. Her chin drops, and it frequently becomes necessary to tie a bandage over her head to keep the lower jaw in its proper place. Mary is now in the care of Dr. Hites, who is applying plasters to her face, and under his treatment she seems to be improving, though very slowly.

It is not very common for the misfortunes of gum chewing to afflict the victim with such dreadful paralysis, but what I want to call attention to is the fact that any habit, the excessive indulgence of which leads to such alarming results, certainly must be detrimental in any degree of indulgence. And if it is in the smallest degree a damage, why use it? I will go further. Even if it were no damage at all, why use it? There is nothing whatever to be gained. The tobacco chewer can at least urge that he is stimulated by the "weed," but the gum users must admit that they chew just for the sake of working their jaws. But it is an actual injury. The tendency to paralysis is by no means its limit of damage. The digestion is directly affected by it, and undoubtedly a large number of cases of dyspepsia are due to it. The reason is very plain. The salivary glands, whose secretion is necessary to healthy digestion, are overtaxed by the constant motion of the jaws which excites them to unusual activity, and they are left in such a weakened condition when the gum is at last thrown aside that during the process of digestion they fail to perform their part of the work. This results in indigestion with its train of evil attendants. The injury done by constant gum chewing does not admit of calculation. Once that the habit is formed the child does not feel comfortable or natural without the incessant motion. It is thus continued until sheer exhaustion compels a halt, only to be renewed again after a short rest. If the organs of sight or speech were

thus overtaxed and kept in constant, vigorous use, we would not wonder that it produced local paralysis. But in gum chewing the tendency to paralyze is probably not so much to be deplored as the certainty of impairing the digestion, a thing that brings with it a whole brood of evils.

But laying aside the question of physical injury, is it not a most silly and disgusting habit? It may be overlooked in a child whose worldly career covers but a few years. But think of a woman of mature experience, or a stalwart, be-whiskered man, walking through a crowded street, chewing a lump of gum! It is a common sight in almost any part of the country. Every other morning I ride nearly a mile to the round-house in a street car, and it is very seldom there are not several gum fiends abroad. Ladies who would feel outrageously insulted if any one said they were ill-bred; ladies who dress elegantly, who affect great politeness and address the conductor as "conductah;" I have noticed such ladies sit in the crowded car for twenty minutes complacently chewing an enormous wad of gum. One would think that if they must chew they would do it in private. But when the habit is once established it seems that they must keep it up constantly, and so, throwing aside the modesty so natural to a lady, they sail into the struggle before the public with all the *sang froid* that distinguishes the professional demolisher of gum. I challenge Fay Winwood to give us a picture of tobacco chewing in public that can be more offensive to good taste than the spectacle of a half dozen middle-aged ladies and portly men, energetically kneading gum with their molars in a public conveyance. Just picture it in your mind: A stout matronly woman of forty-five, courteous in appearance, an intelligent face, iron-grey hair, a kindly expression, and a lump of gum. Think of her munching away while she talks to her friend who is also supplied. "I am (smack) having (gulp) such a time (gulp, smack, squish) with Willie. I begin to fear (smackety-smack) that (gush) I cannot (smack, gush, smack) break him (smack, smack) of the dreadful habit (shifts her quid to the left side) of smoking." And then reflecting on the evil habits of the wayward young man, the good dame looks pensively out of the window and squirts gum juice at an innocent lamp post. My prejudice may have led me to draw this a little strong, but you must remember that I have frequently been driven from my seat to the platform to escape the horrible smacking exhaust of the public gum fiends. But I think I have said enough this time. Will it induce some thoughtful mother to caution her little daughter that the way of the gum chewer is hard—very much harder indeed than the gum, which, by the way, is supposed to be just a shade softer than the head that chews it.

BOGUS LYRE.

The Installment Plan.

[Written for the JOURNAL.]

The time was, in the New England states, when the Yankee peddler—the prototype of the individual of whom I wish to speak—was the anxiously expected and welcome guest. His arrival in some remote country neighborhood was an event from which time was reckoned for weeks following. And this Yankee peddler, like every true Yankee, realized his worth and drove sharp bargains with the unsuspecting country women.

But the New England peddler of Yankee notions and the Irish peddler of "beautiful Irish linens" have been almost entirely superseded by the less welcome but more modern "agent" who sells on the installment plan. Perhaps it is a mark of the advancement of civilization that his dealings are not confined to calico and linens, but almost everything imaginable, from a piano to a hanging lamp, is sold on the installment plan.

But more than by any other class, this scheme is worked by the persistent book agent. Stocked with a few books upon which the copyright has expired or which are sent out by some piratical publishing company, he presents himself at your door and by a glib smoothness of speech induces you to pay fully one-third more than the worth of the books because he will give you the privilege of paying on the installment plan.

But you seldom pause to consider the expense of hiring a collector to call each month and realize that this expense must be added to the real worth of the book.

And now I wish some one would tell me why it is that these agents consider railroad people as especially good game for their persuasive tongues; but such is the fact, and some have become so emboldened by their success among us that they are positively presumptuous.

Not long since an agent came into my home and, after showing me his list of books, coolly announced his intention of selling me one hundred dollars' worth. When I modestly expressed my doubts as to his ability to perform such a feat he demanded, "Isn't your husband a railroader?"

Are we, as a class, given to spending our money foolishly—without proper forethought? Are we lacking in the power to prudently calculate the worth of each dollar, or are we ignorant as to what is the most desirable thing to be purchased?

I am sure there would be less of this carelessness if every wife would but stop to consider that the money which her husband freely hands her each pay-day is little better than *blood-money*. It is the price of his life, constantly risked for a heartless company and a thoughtless public.

SISTER LU.

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, Editor and Manager.

JULY, 1890.

THE Czar of Russia travels in one of the finest trains ever built. It consists of fifteen vestibule cars and has the finest appointments, of course, including electric lights. One peculiarity which is not found in other trains is a heavy cork filling in the interior of the walls forming the sides of the cars. This device is to prevent the czar's imperial hide being perforated by Nihilist bullets.

IN some parts of the country, and especially in coal mining regions there prevails a favorite form of swindling workmen by compelling them to accept in partial payment of their services due-bills upon stores owned by the employers. It is not using language too strong to call this swindling. Unquestionably it is just as dishonest to secure a part of the wealth which another creates, by compelling him to accept in payment goods upon which the employer reaps a certain profit, as it would be to compel him to accept fifty cents on the dollar for his account.

NOT very long ago a union meeting was held in New Haven by the Brotherhood of Locomotive Engineers. A number of prominent persons were on the programme, among whom were President Depew of the New York Central, and Chief Arthur. The morning *News* reports Mr. Arthur as saying :

"I am opposed and always have been to our Brotherhood forming any alliance with any other class of labor. It is said that we are the aristocracy of labor, that I am an aristocrat. There is a monied aristocracy and there is manhood. I have been preaching manhood for 16

years and our policy is in plain English—mind your own business. It is a wise man that can do this, therefore we, as an organization, renounce many of the demagogues who pose as labor reformers. I affirm that when you federate with any other class, you put yourself on a level with that class, and generally with a class of men who cannot earn more than \$1.50 a day."

Then followed Mr. Depew, who said :

"I will say in the outset and say it as president of the New York Central railroad, that every word uttered by your grand chief as to the purposes and what your Brotherhood is doing is indorsed by me."

And now the wise men are saying : "See that. Mr. Arthur is opposed to federation and a great man like President Depew indorses him. I told you so! People who know something are against it."

Just so. Why should not a railroad president be against it? When a man occupying Mr. Arthur's position arises before the public and announces that he is opposed to federation and that he desires to renounce "demagogues" who pose as labor reformers, it is not at all surprising that a president of a great corporation, who is himself a capitalist, should heartily indorse the sentiment. Why shouldn't he?

THE action of the O. R. C. convention at Rochester in modifying in their constitution the anti-striking clause is one of the signs of the times. Labor is advancing. The ultra conservatives are steadily losing ground. Weak and uncertain policies are giving way to strong and successful ones throughout the labor world. Radicalism, tempered by common sense and good judgment, is coming to the front. The laboring people have had enough experience with the questions of honest wages and fair treatment to know that timidity and supplication can not succeed. The anti-striking policy is defeated—hopelessly defeated, not only in the O. R. C., but everywhere. It may linger a little while in some orders, but it must go, and go forever.

It will be remembered that in the last number of the JOURNAL we called attention to the fact that the *Engineers' Journal* in arguing against federation said that

there was not a single lodge of Firemen or Trainmen on the Q. & C. system at the time the Supreme Council met. Commenting on the subject the *Firemen's Magazine* for June says :

The fact is that at the time of the adjustment of grievances on the Q. & C. there were eight (8) lodges of the Brotherhood of Locomotive Firemen in good standing and in working order, so that the statement above quoted contains just 12½ per cent. of truth, a fair average for the entire article captioned "Justice," with Bro. Rogers, of the *Trainmen's Journal*, still to hear from.

By adding the above statement to what has appeared in the JOURNAL we have the interesting information that instead of there being *not one* lodge as the *Engineers' Journal* stated, there were *fourteen*. Will the editor of that organ rise and explain?

SINCE beginning the discussion with the *Telegrapher* about the propriety of striking and anti-striking constitutions, we are receiving numerous letters from operators, asking how they can learn more about the young Brotherhood of Railway Telegraphers. We have secured the address of the Grand Chief, A. Johnson, Esq., which is No. 219 West Jefferson street, Louisville, Ky. Mr. Johnson will, no doubt, take pleasure in furnishing full information.

Federation a Success.

The settlement of grievances for the enginemen on the O. & M. at Cincinnati, is the third signal victory gained by federation. When Grand Chief Arthur and Grand Master Sargent called on President Barnard to adjust the difficulty, Mr. Barnard very promptly refused to recognize any organization whatever. Mr. Sargent, President of the Supreme Council, then convened that body, and immediately that President Barnard saw what confronted him, he agreed to discuss the question. A meeting was at once arranged and the grievances satisfactorily adjusted. It is worth mentioning in this connection that Mr. Barnard, formerly of the "Q" system, has the reputation of being a very hard man to adjust grievances with, and is

said to have never before recognized any organization, or even treated with any one not an employe.

This is the third time the Supreme Council has met, and it has never failed. It was successful with the Queen & Crescent, securing damages to the trainmen of \$360 each. It was successful at Pittsburg, securing for the switchmen a very important increase of wages. It was successful with the O. & M., obtaining valuable concessions for the enginemen. The Supreme Council has now been tested in the work for each organization which composes it, and in no case has it been found wanting. And yet there are people silly enough to declare that no federation exists.

Radicals and Conservatives.

There is a difference of opinion between various organizations as to whether it is right to embody in their constitutions the clause which forbids the strike, and this difference is the dividing line between two distinct parties. Those who are known as anti-striking organizations, claim that they have a perfect right to do as they please about it, and that they should be left strictly alone in this policy. Furthermore, they hold the opinion if a laborer is willing to accept a compensation below what he should receive he has a perfect right to do so. There is an old story of a foreigner who, upon landing at Castle Garden, proceeded to introduce himself to the Republic by hurling a stone through a window. When arrested for this act, he exclaimed in surprise: "Why I thought this was a free country where every man could do as he pleased." "We are at liberty to do as we please only so long as we are not pleased to do that which infringes upon the rights and liberties of others" is a time honored illustration to show the difference between personal liberty and license. Now the question is, has the labor organization a right to pursue a course which is clearly detrimental to the general welfare of American labor? If it is true that a laborer who is willing to accept a compensation below what he should re-

ceive has a perfect right to do so, then it is also true that the organizations in question have a perfect right to pursue a course that is detrimental to their own as well as the interests of others. The man who accepts a position for less pay than he should receive, is helping to lower the wages of the whole country. He is living evidence of the fact that labor can accept a lower price than that which prevails, and still exist. It is only another form of asserting that the laborer has a perfect right to become a slave if he wishes to; and undoubtedly he would have a natural right to pursue such a debasing course, if it were not perfectly clear that in doing so he directly injures others.

There are two very distinct parties in the organized labor of the United States, and they may be termed the Radicals and the Conservatives. The Radical party is the party of progress. It believes that the laborer should receive an honest share of the wealth he creates, that he should be as independent as the capitalist, that he should have a voice in the fixing of wages; that he should, in fact, stand upon an exact equality with the employer. The Conservative party, on the other hand, seems to believe in standing perfectly still. It is always afraid that something will be said or done that is not exactly proper. It is continually talking about the possibility of the employer being oppressed. It believes that the rate of wages paid depends wholly upon the efficiency of the laborer, and that when a toiler is found working for less than he should receive, the cause lies with himself.

In every great movement in the history of mankind there seem to have been two parties; one radical enough to be original, to dare to try something that had never been tested, actuated by a desire to move forward. The other has always distinguished itself by holding back, by opposing every measure intended for the general welfare, and by displaying a pitiable cowardice where courage was sadly needed. The contrast between these two parties

was scarcely more strikingly shown in the American Revolution than it is in the labor movement of the present day. In 1776 these two parties were arrayed against each other. The Radicals had the courage to deny the right of kings to rule, to declare that the people should have a voice in the management of affairs, and even advocated the startling heresy that the people are capable of governing themselves. The Conservatives, who were known as Tories, were upon the other side of all these questions. They maintained that it was best not to meddle with the state of affairs which existed. They were obliged to acknowledge that the people were enjoying less of the wealth of the world than they deserved. They were willing to admit that there was injustice and oppression, and yet they contended that things were not so bad as they might be. They claimed that it was dangerous to advance. In short, they had not the courage to keep pace with the Radical party and opposed it by every means in their power. There is no question that these people believed they were right and that nothing but a conservative policy could prevent the country going to ruin. In the light of present achievements it is a simple matter, however, to see their error. And while the Radical party in the labor movement today may seem unreasonably radical for the very reason that they are striving to pass the bounds of experience, it is reasonable to suppose that in the clearer judgment of the coming century—in the light of the splendid conditions it is destined to establish—they will be given credit for a courage that accomplished as much for the labor world as did the sturdy, vigorous policies of the radicals of '76 in securing the political liberties they demanded for the people. The progressive labor party of the present is building better than it dreams.

Federation Again.

In the June number of the *U. P. E. Magazine* the editor occupies five pages in saying nothing on the subject of federation. Several months ago the above

named publication made its initial assault upon the Supreme Council and the plan of federation now in operation. Ever since that time we have been trying to induce the *Magazine* to argue the question and tell the public all about the scheme of federation which it considers so very much superior to the one adopted. This, however, it persistently evaded until in the May number of the JOURNAL we placed the advocates of system federation as opposed to national federation on the defensive, in the hope that it would bring out a statement of the plan that is said to be so superior. But it did not. It is now seven months since the *U. P. E. Magazine* undertook to demolish the Supreme Council, but not a sentence has been devoted to setting forth the details of that infallible scheme of federation that is to upset the present one and vindicate the wisdom of the gentleman who fills the pages of the *Magazine* with words.

A goodly part of the five pages mentioned is used by the editor of the *Magazine* to protest against the ill treatment of Mr. Hynes (which see on another page). The language would indicate that the editor of the *Magazine* is very indignant about it indeed. In his own peculiar and elegant style of handling the English language, he says that we placed them "both in the same bowl of soup." For the benefit of those not posted in the *Magazine's* vocabulary we will explain that this is simply a classic figure of speech meaning that we classed them together, or put them both down as opponents of the Supreme Council plan. It is this putting his friend on a level with him that causes the editor of the *Magazine* to wax wroth. He apparently thinks that his friend has been insulted by such a classification—a conclusion in which he displays an admirable keenness of perception. The *Magazine* quotes this from the May JOURNAL:

"We are more than pleased that the *U. P. E. Magazine* is so fortunate as to have such able assistance—to be armed, as it were, before entering the arena, and to feel, when inviting us to battle, that it

could depend upon such able reinforcement."

Then comments as follows:

"This implies, if it implies anything, that Mr. Hynes and the *Magazine* are in "cohoots." That, therefore, that gentleman was indirectly responsible for what has appeared in these pages, and that he was playing two-faced, and that his contribution to the JOURNAL was "cut and dried" in this office, for if not, why are we accused of depending on such able reinforcement?"

There is nothing whatever in the quotation from the May number of the JOURNAL that implies "Mr. Hynes is responsible" for anything in the *Magazine*, or that he "cut and dried" anything in that office, or that he is playing "two-faced." It is a simple, truthful statement. We are aware that Mr. Hynes and the *Magazine* are both advocates of system federation, just as they know that the *Firemen's Magazine* and the JOURNAL are both advocates of the plan now in force. The editor of the *U. P. E. Magazine* will not deny that he knew Mr. Hynes' position, and it would be as natural to feel that in such a discussion he could depend upon the assistance of those who advocated system federation, as it is for the JOURNAL to be certain that the *Firemen's* and *Switchmen's* organs could be depended upon to support the present plan. If the *U. P. E. Magazine* had challenged the JOURNAL and the *Fireman's Magazine* had also taken up the challenge, and then the *U. P. E. Magazine* in welcoming that periodical also to the discussion had said to the JOURNAL: "When you invited me to battle you felt that you could depend upon able reinforcement,"—we should consider it a fling at our valor perhaps, but never that it meant that we were in conspiracy with any one, or that there was cause for our friend to be insulted. It certainly takes a very fertile imagination to produce from our words the idea that Mr. Hynes is "two-faced." Such a thing had not occurred to us. If we made any mistake in the matter it was in assuming that because Mr.

Hynes is an advocate of system federation he was, therefore, opposed to the Supreme Council, when he really did not declare in his article that he was opposed. But would that not be the natural conclusion? The very fact that we were defending the Supreme Council plan and challenging discussion on the subject led us to suppose that those who took up that challenge were against it.

The *Magazine*, in its June article referred to, does not do us the small justice to reprint a single paragraph of the arguments we presented against system federation and for the national plan. It does, however, reprint a few lines here and there, which being separated from what follows, gives the *Magazine* a chance to "debate" in its only and inimitable style. It feels called upon to reply for Mr. Hynes to what we had to say about his article in the May number, and straggling and disjointed as the article is, we would reproduce it if the *Magazine* showed the slightest inclination to treat the subject fairly.

The ability with which the editor of the *Magazine* argues may be seen from the fact that he declares our article in the May number is an argument in favor of "monarchy!" He arrives at this brilliant conclusion because we quoted Madison and Hamilton in referring to the weakness of the confederation of States. That is to say, because Hamilton is used as a witness to show the failure of the Confederation, it follows that we endorse Hamilton's views of what should succeed the Confederation!

While making this misrepresentation the editor of the *Magazine* had right before him our statement that the present government was the model on which is based the Supreme Council plan which we are defending. Let us leave out what anybody has said of the Confederation. Will not the *Magazine* then admit that it was a failure, and for no other reason than that it lacked a stronger central power? If not why was our present government formed upon the ruins of the Confederation and given a strong central government?

But the *Magazine* denies that the Supreme Council is anything like the Congress of the United States, and says: "The Congress of our government is created by our people electing representatives directly to it. Congress did not create itself."

This is in accord with the reckless utterances of the *Magazine* in the past that the Supreme Council created itself and made offices enough to go around, and other silly talk without measure, arising from the fact that the *U. P. Magazine* is lamentably ignorant of the circumstances preceding the formation of the Council. We do not pretend to be familiar with what occurred in the Firemen's and Switchmen's conventions, but there is a very clear record of what the B. R. B. convention of 1888 did at Columbus. It gave much thoughtful attention to the subject of federation and a paper was drawn up which provided: That three members be elected as delegates to meet delegates of the other organizations to formulate a plan of federation, and that these three persons be also considered members of the Supreme Council one year; that this plan must allow each organization to retain its own individuality in all essentials except a question of grievances; that these representatives of the various orders constitute a Supreme Council which is the tribunal of final resort in the matter of grievances. After this was discussed and adopted by the convention, the three delegates were chosen—the Grand Master, the Vice Grand Master and the Grand Secretary and Treasurer being elected.

And yet the *U. P. E. Magazine* babbles away about the Supreme Council creating itself. Its assertion that the Council is not like Congress is mere quibble. Congress, like the Council, is composed of delegates elected by the people, and in the same manner acts on questions touching the welfare of those who created it. Our objection to system federation only, was that it is without a central power to control the many system federations. The *Magazine* denies this, but does not and

never has offered to explain where and what the central power is. It merely says: "From what source of information he draws this conclusion we do not know."

If the *Magazine* would be as candid about the other things it don't know it would save a deal of discussion. It concludes with a long wall about monarchy. Because we believe in a strong central government like the present one of the United States, with strength enough in its central power (Congress) to give the nation stability, rather than in the loose style of the Confederation when Congress had no power at all—where there may as well have been no Congress, as our critic would now have no council,—because we would have the federated power thus centered that it may be effective, the *Magazine* shrieks "monarchy! monarchy!! monarchy!!!!" After declaring that czars, kings and "Tom Scott" were always for a strong central government, it reaches the climax of its silly rant, as follows:

"Oh! for a strong central government. Oh! for a king! It is the one cry that the American people may fear for their liberties. A central ruling power never yet gave a people one of their rights. It is already the cry of the millionaires, of the heads of great corporations, but when it is sounded by one speaking for men organized to extend liberty, to give right, should it not alarm all?"

We hasten to assure the editor of the *U. P. E. Magazine* that we didn't intend to create any extensive "alarm." Had we known that the proposition to have federation established with the same strong central government enjoyed by the United States would have acted as a red flag on him—that it would have caused him to go into frenzied convulsions, to jab horns into the soil, as it were, and rip up the earth until the dust of fury entirely hides the real question at issue—had we anticipated such terrible distress the reference to our present government might have been omitted. However, we think the *Magazine* has overdrawn it—just a little! We don't anticipate any widespread "alarm." Of all

who read our article no one but the *Magazine* editor will froth at the mouth. We don't think the article calculated to "alarm all" will cause a panic. Our dreams will not be troubled with visions of sixty million people on a geneneral stampede, bursting blood vessels in a frantic effort to get out of the country. The only damage it has so far done is to call out several pages of childish raving about "monarchy" from an antagonist who saw no other way to make a reply, but felt that he was obliged to say something.

There is another thing in the *Magazine's* article worth noticing. Its editor is not only always suspicious that there may be some hidden meaning in what we have to say and constantly suspecting that he is to be accused of being in "cahoots" with some one, but he is always ready to question the motives of others. He is fond of saying that we "know better" but find it "policy" to "bow in submission." A man who can not find a stronger argument than to accuse the motive of his opponent is entitled to unlimited sympathy. Why should we defend the Supreme Council plan unless we have faith in it? If we do not think it the proper thing, why in the name of common sense should we not advocate what we do believe to be correct? What could be gained by supporting theories that we felt sure must fall? If we did not think the plan now in force was a good one we would advocate another one as readily as we would a change in the B. R. T. constitution. No one can truthfully say that the TRAINMEN'S JOURNAL is not outspoken on every question touching the affairs of labor, or that the reader is ever left in doubt as to its position. It does not support the present plan of federation simply because the Columbus convention adopted it, but because the convention was wise in its work, and moreover, the plan is working successfully to-day, notwithstanding the *U. P. E. Magazine* continues to protest that it is no federation at all. We are well aware that the plan is susceptible of improvement, as all things are after having experience. Ample provision was made for changing

the constitution, and it will doubtless be much improved. But the cardinal principles are correct and we shall defend it against all assailants. We hope that in its next issue the *U. P. E. Magazine* will at least furnish us with the details of that "better plan," so that there may be something more definite about the discussion. Federation is the question of the day and the laboring people are eager to hear it intelligently and conscientiously discussed.

MR. POWDERLY said a good thing in his recent testimony before the Congressional Committee on Immigration when he remarked: "We are sending missionaries to Africa, and yet import heathen by the thousand." His language is none too strong when he refers to the imported laborers who are driving American workmen from the American coal fields, as "heathen." These new men herd together like cattle, are housed in sheds and subsist upon food that would starve Americans. For these reasons they are of great value to the employer who is looking to the financial profits of coal mining and not troubling himself about the physical and moral condition of labor. These foreigners are willing to work for less than an American can possibly exist upon and of course the result is disastrous to the latter.

"Charity begins at home," ought to be changed to read, "Charity *should* begin at home;" for the truth is that it generally begins abroad and stays there. Nothing illustrates this more strikingly than Mr. Powderly's reference to the effort to help people in Africa, while those in America are languishing. We send missionaries even to India, a country of schools and universities, of civilization and morality, while we allow monopolists to import a horde of European laborers, whose intellects are so benighted, and whose morals are so degraded, that they stand infinitely lower in the scale of humanity than those we are pleased to call "heathen." If some of the "Funds for the relief of heathen" were kept at home for the relief of those whom the Slavonian heathen are crowding to the brink of starvation, it would be more creditable to those who distribute them.

ONE of the common customs when some corporation is about to reduce the salaries of its employes, is to issue a notice stating that retrenchment is necessary, and that as the company believes in extending the same treatment to all grades and classes of employes, the reduction will begin with the officials of the company. This, at first thought, gives an air of sincerity to the proposition, and would lead one to believe that retrenchment was absolutely necessary, and that the officials propose to share the misfortune of financial embarrassment with the employes. A closer examination of the matter however, shows this to be an error. The man who is paid from one to two dollars per day can ill afford to have his income reduced ten per cent, while the official who receives ten thousand or twenty thousand dollars per annum still enjoys a substantial salary, even after a fifty per cent reduction. A sweeping reduction of the salary of a man who is paid many times what he earns is of less consequence to him than the slightest decrease in the wages of the man who receives such a small share of the joint product of labor and capital that he is enabled to barely exist upon it. Upon some of the roads in the United States, where section men are paid the munificent sum of \$1.10 per day, the president receives a salary of \$20,000 per annum, or about \$64 for every day he works. While there can be no possible objection to a corporation paying its officers princely salaries, it should not be carried to such an extent that retrenchment must finally be introduced at the expense of those who receive a mere pittance. When a man performs a day's labor for so small a sum of money that the slightest reduction means actual suffering, nothing short of famine should be allowed to affect his income.

THE man who, on the morning of the great strike on the "Q." two years ago, ran the first engine out of Chicago, was shot and killed recently by a Galesburg policeman. The policeman testified that he was attempting to break into a store and when arrested started to run, whereupon the officer shot him.

The Magazines.

THE *North American Review* for June brings to a close the 150th volume of this ably conducted and indispensable periodical. It may be described as an international number in more senses than one. Its most prominent "feature" is a symposium on the question "Do Americans Hate England?" One effective answer to the question is furnished by the fact that no less than three of the contributors to the rich and varied feast which is set before the reader are Britons. Mr. Parnell writes incisively of "Mr. Balfour's Land Bill," pointing out in what respects it is unsatisfactory to the Irish National party, and telling why it will be vigorously opposed at every stage. The Marquis of Lorne finds a congenial theme in "Sir Charles Dilke's New Book" on "Problems of Greater Britain." What he has to say regarding Canada and the United States will command special attention. Mona Caird, who originated the famous discussion in England as to whether or not marriage is a failure, contributes the first of two articles on "The Emancipation of the Family," presenting facts and drawing conclusions that will occasion general surprise. The symposium already referred to grows out of Goldwin Smith's paper in the *Review* for May on "The Hatred of England." The contributors are Col. T. W. Higginson, Andrew Carnegie, Murat Halstead, General Horace Porter, Robert Collier, General James H. Wilson, and M. W. Hazeltine. They agree in asserting that Professor Smith was in error, and that there is no hatred of England on the part of the people of the United States. Another international topic is dealt with by Mrs. John Sherwood, who writes in an entertaining manner about "American Girls in Europe." Speaker Reed furnishes a striking paper on "The Federal Control of Elections;" he contends that this is necessary in order to secure fair elections in the South, and that negro domination in national affairs is wholly out of the question. A very strong and timely article is that on "Criminal Politics," by E. L. Godkin, the editor of the *New York Evening Post*. He describes the genesis of Tammany Hall and its methods of acquiring and retaining power in New York, and also points out the remedy for the misgovernment that afflicts that city. The passage of the McKinley Tariff Bill by the House of Representatives lends special interest to an article on "The Value of Protection," by the Hon. William McKinley, who, as chairman of the Committee on Ways and Means in the House, performed the principal part of the work of framing the bill. Ouida writes an interesting little "Chat about Gardens." The international character of this number of the *Review* is still further maintained in the department of Notes and Comments, where "Speed on the Atlantic" is discussed by a member of the firm which built the "City of Paris" and the "City of New York," and Cap-

tain C. W. Kennedy, late commander of the "Germanic," tells some things that he knows about "Gambling on Ocean Steamships." A careful index of Volume CL completes the number.

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The *Cosmopolitan* for the sixth month of this year, with its numerous and beautiful illustrations, comes like a handful of June roses, perfumed with a charming collection of literary contributions.

Miss Bisland's Third Stage of her Flying Trip Around the World is a most entertaining chat on the manners and customs of those queer, but intelligent people, who inhabit the Islands of Porcelain—Japan. "The place across whose sky the storks always fly by day and the ravens by night, where cherry branches with pink and white blossoms grow out of nothing at all, and where ladies wear their eyes looped up in the corners, and gowns in which it is so impossible that any two-legged female should walk that they pass their lives smiling and motionless upon screens and jars." She gives us an interesting peep at that fascinating pastime in woman's kingdom—shopping—where they "sit on the edge of the little platform that forms the floor of the shop, and bargain with the amiable shopkeeper seated on his own heels and within easy reach of all his goods," and such goods the "very poetry of fabrics * * * fairy garments all, woven of rainbows and moonbeams!" Her description of the famous gardens and tomb of the great shogun Jeymitsee is rich and suggestive. "Everywhere, from pavement, shrine and wall, shines the shogun's golden crest of three lotus leaves meeting at the stems. The plating of gold and silver bronze; the myriad-tinted lacquers hard and polished as gems; the untarnished gilding, the inlaying of precious stones, and most wonderful of all, the grace and gorgeousness of the myriad delicate fantasies wrought out by art to soothe the king's last sleep."

A Dark Page of Russian History, by Agnes Repplier, reminds us that we never read any other but dark pages of that terrorized country. It is the sad sketch of the youth Ivan VI., who was cruelly murdered in prison in his twenty-fourth year, at the instigation of his cousin Elizabeth, who had usurped the throne in 1740. He had spent twenty-three years in a dungeon for the crime of inheriting a mighty throne. He at one time received the mockery of respect by being attired in a costume becoming his rank, and having his table served with heavy silver plate. How often do we see this repeated, when friendship is betrayed by hypocrisy. During all those years he had received but one kindness from his guards. "There was one, only one," he said, "and I have never forgotten him; it was the Baron Korz." "See gentlemen," said Peter III., turning to his suite, "how a good action is never thrown away," nevertheless this same Peter refused the boy his liberty. Murat Halstead, whose portrait makes the frontispiece, offers some good papers on Current Events.

The Forum.

[The space of this department is at the disposal of the members of the Brotherhood, who are invited to set forth their opinions on all subjects of interest to the organization. Space will not be denied any member no matter what he wishes to say, so long as he says it in decent language. Criticisms on the JOURNAL or the officers of the organization will receive as prompt attention as anything else. *When such opportunities are offered for criticism there is no excuse for assaulting people secretly.*]

The Chairman Replies.

GALESBURG, ILL., 6-12, 1890.

The circular issued by the Board of Grand Trustees at our semi-annual meeting last March, seems to have provoked quite a burst of verbosity in the person of our ex-G. S. and T., Bro. O'Shea. First let me say, that I do not wish to enter into any detailed discussion of this scurrilous and ungentlemanly article, as it appeared in our June JOURNAL, from the pen of our ex-G. S. & T., from the fact that I do not believe in using the columns of our journal for any such purpose. But this much I will say, that the circular issued by the Board of Grand Trustees last March means just exactly what it says, and only gives the facts in the case. The particulars will come with our annual report in convention, the only proper place for it, and where all true Brotherhood men would take such matters. Now let me further say that if Bro. O'Shea thinks he has been wronged by our report, even in the slightest degree, and can get redress (as he says he can) through the law, why don't he do it without so much talk? Echo answers "why?" In conclusion let me say that we can be found doing business at our old stand (Galesburg, Ill.) and with better success and indications for a brighter future than ever before, and our motto, "Justice to all and an honest administration." This much we expect, nothing less will we accept.

Yours sincerely and fraternally,
CHAS. T. SALISBURY,
Chm'n Board of Grand Trustees.

The Coupler Question.

EDITOR JOURNAL:—The *North-western Railroad* March 28th, prints an account of a meeting held by the New England Railroad Club at which the coupler question was discussed. It appears there were a lot of circulars issued to employees on the New England roads and the choice of the employees is the Safford. The vote was 1,282 for the Safford and 641 for the Jeanney and other vertical plane couplers. All the N. E. roads that had any experience with the Jeanney say it is too expensive. These roads equipped only a few cars with the M. C. B. type and then used them among all other kinds of couplers, and because the result was not satisfactory the Jeanney coupler was "no good" for freight ser-

vice. Armour & Co. of Chicago, use the Jeanney coupler on the majority of their refrigerators and it appears to give satisfaction. Why would it not give satisfaction anywhere else, if this coupler was universal? The Jeanney coupler never can be used until companies build cars of a uniform height from the rails to the draw-bar, nor in fact, any other coupler. The Safford appears to be the favorite on the different roads; the Santa Fe is adopting it and the Missouri Pacific. There are a good many Safford draw-bars used on the N. P. and I never saw two yet that will couple themselves when they come together, or where a trainman could uncouple them without getting between the cars. Automatic, I believe, means self-acting. The Safford is not that way. A person has to enter the link same as any other draw-bar, but the pin will drop itself. Such an arrangement has been in use on the Ft. Wayne road for a number of years. I say the Safford is the best link and pin coupler I have ever seen, but I cannot see where it is automatic, as I understand the word. I understand what is wanted is a coupler that will save trainmen from going between cars. The Safford will not do that yet. Would like to hear from some one else about the different types of couplers.

RKY MTN.

Hope, Idaho.

A Different View.

EDITOR JOURNAL:—In looking over the May number I find an article written by "—r," whom I should judge to be a conductor, from the tone of his voice. He wishes to do a little advocating regarding our present insurance, claiming that a conductor should receive more than a brakeman, for the same amount paid for assessments, and then goes on and gives the amount that should be paid to conductors.

In my opinion, some people are never satisfied and always want to take advantage of the poorer paid class, as in this proposition of "—r's" to keep the brakemen down at "bed rock," and not give them a chance. If Bro. "—r" will look into other insurances, find out the cost for the same amount as our Brotherhood is paying to-day, and let me know that he can get the same amount for less than \$35 per annum, I am willing then to pay his dues and assessments in order to retain his membership in our Brotherhood. He also includes yardmasters and baggagemen, but says nothing about passenger brakemen, who come in under same head as conductors. In fact, accident insurance companies will insure a passenger brakeman for a greater amount, at less cost, than a freight conductor, just because passenger brakemen are not as liable to accidents as freight brakemen and conductors. Then why should we pay \$1,500 to conductors and rob the brakemen by such an unfair proposition as that? There is no justice in such, and Bro. "—r" undoubtedly has rather a swelled head since his promotion, in making such an unreasonable proposition re-

garding insurance, or his interest in our Brotherhood is limited.

He says, that he can imagine he hears them howl with indignation, and protest. Well, would it be right for the brakemen to sit behind a stove and say nothing about such matters as that? Would it be right for one-fourth of this organization to make laws and rule the other three-fourths? It would be very nice indeed to let you do as you wish, and have the brakemen listen and say nothing. I am afraid that you will hear enough of this before you get through with it. This is only a starter. You will hear plenty of howling, as you call it, on your indignation proposition. I am willing to pay conductors \$1,500 providing their assessments are in proportion to the amount. If our standard amount is not enough give them double the principal, but assess them accordingly, and not make the brakeman put his hard earned money toward paying you one-half more than he would receive. I will close, hoping that some of the brakemen will argue this question with me.

F. J. BECKER,
Financier 125.

Fargo, Dak.

Acquainted with the Illinois Central.

EDITOR JOURNAL:—I was surprised and amused to read in the May JOURNAL the article written by Bro. Peacock, of No. 257, criticizing your article, "A Cold Blooded Document." Surprised to think that a man who is gifted with the power of reasoning and having the experience that Bro. P. has had, should take up the cudgel in defense of a company as notoriously unjust to its men as the Illinois Central Co. is, and amused at the silly charges he makes against the motives of yourself in writing as you did. As to his claim, that four fifths of their trains are composed of foreign cars, I will say, in ten years of railroading, east and west, I have only seen one road that comes anywhere near that proportion (belt roads excepted), and that is the C. & G. T., and their cars are mostly fresh meat refrigerators and private line live stock cars.

He says that a foreign car comes with no ladders, or ladders in bad condition, and asks if this "is the company's fault." Most assuredly it is, for car inspectors are ordered to refuse bad order cars, and the fact of the ladder being defective makes it a bad order car. I wonder if Bro. Peacock ever received an order to pick up a car at a station and, on examination, found a drawbar out, and when he reported it, was ordered to chain it up and bring it in? I have known men to be laid off and even discharged for setting out a bad order car. He says you are a paid servant of this organization. That is true, and I for one am glad you are. We want just such men, who do not fear to speak out condemnation on any abuse of the rights of a laboring man, no matter who it hits.

As to the Illinois Central being so warm-

hearted toward their men, and looking after their welfare, I know of a case not long since where the Assistant Superintendent and Superintendent would not allow a grievance committee to visit the General Manager, after failing to receive justice at their hands. Bro. Peacock had better lay off thirty days and take a trip among the western brothers, and see what they think of the present editor of the JOURNAL. I think Bro. P. will conclude that he belongs to a *very* small minority. We are all wishing that the step was taken long ago that put you at the head of the JOURNAL. In conclusion, I hope that Bro. P. will stop and think awhile, and then compare the JOURNAL of the past four years with the present JOURNAL and see if he can see any improvement, and then compare the present JOURNAL with other labor organs, and see how it holds its own. I hope you won't let a little wind storm like that drive you to the "dug-out."

WESTERN MEMBER.
Battle Creek, Mich.

Graded Insurance.

EDITOR JOURNAL:—Allow me a little space in the JOURNAL for the purpose of taking sides with "—r" in this (May) number. To start with, I will say that I am not a conductor. Now then, let us look at the question with unprejudiced eyes. It must be admitted by all that we want to retain all our members who are fit to be with us, even after they are "set up" from brakemen to conductors. How are we going to do it? There are some who will say: "We changed the name of the Brotherhood for their benefit." Changing the name, may, possibly, have kept some of our conductors with us; but if some plan could be devised whereby we could pay a conductor a little more money, or his family rather, at his death, it would no doubt in the world keep more of them with us. It is true, that there are some few men who, after being "set up," feel themselves too good to be classed as an ordinary trainman. That class of men you couldn't hold onto with a lasso, and, in my estimation, we are better off without them. But the common, every day trainman, with a wife and children, or a father, mother, little sisters or brothers depending on him for support, is looking out for the most possible insurance, for the least possible pay; and he has got to look for that insurance in railroad organizations. At present there are two organizations in existence that a conductor can get into, and get just what nine-tenths of them want, to wit: more insurance for less pay. If those two can give them what they are looking for, why can't we? I won't say anything more on this subject at present, because I have got an idea that Bro. "—r" and myself will be set down on so hard, that we will forget that we ever thought of graded insurance.

I want to start another subject, and hear, or see, a few opinions expressed. A great many of

our members are leaving us, and they are not conductors either, because they say it is costing too much. I have been asked, why it was that \$1.50 per month paid all the claims when we had 10,000 or 12,000 members, and why it takes \$2.00 per month with 15,000 or 20,000. My explanation was this: that I thought that we were a little too liberal in paying disability claims. That the line was not drawn fine enough when a claim for total disability was presented. And that in order to pay less than \$2.00 per month, we have got to be more careful in paying, or allowing, this class of claims. I sometimes think that our goodwill and liberality is being imposed upon. I hope that I am mistaken, yet I can't help thinking sometimes, that it would be a good thing to quit paying disability claims altogether. What is your opinion?

Yours in B. L.,

St. Cloud, Minn.

EIGHTY-THREE.

Not a Protectionist.

EDITOR JOURNAL:—I have read with much interest, and I trust considerable profit, your February edition and beg leave to congratulate you on the many strides you have advanced it over former editions. Your contribution on the Illinois Central was excellent and timely, as it verifies my oft repeated declaration that only a heartless man, in fact, the veriest tyrant, can hold any position of emolument or trust under its management. I consider it one of the most soulless corporations in existence, in this or any other country. And one of the most covetous and grasping.

The letters of Mr. Blaine and Mr. Gladstone I perused with much interest, but I am afraid little profit, as I expected those gladiators would sweep away all the cobwebs from my mind. Yet I fail to see wherein either has touched the really vital part of the question—that is, how much are we workingmen benefited by the tariff, or have wages increased or decreased since the tariff was inaugurated? Mr. Blaine would probably answer, that when protection was inaugurated, wages were higher than ever before or since, but he will say it was the result of the war and the scarcity of labor. Admitting this, the high wages were paid, the business prospered, works were extended; not certainly without being profitable. Then if it was profitable to manage iron works and pay puddlers from \$5.00 to \$12.00 per day, laborers from \$2.00 to \$5.00 per day and so on, then the question is, why they afterwards found it necessary to reduce those puddlers and laborers to a bare pittance, hardly enough to keep body and soul together? The answer is plain: those monopolists were protected in its true sense. They were protected from foreign competition and they had not the magnanimity to deal fairly with the poor drudges, who were piling up their millions for them. It is an undeniable fact that the industries protected the most are the ones with which labor has had the

greatest trouble. For instance, the iron industry, the coal industry, etc. Now if that is the case, wherein has protection benefited the workingman? The only protection I ever knew the workingmen to get, was when they stood shoulder to shoulder and resisted as one man the onslaughts of the monopolists on the pay roll. We are continually gulled during each recurring campaign by the wily stump orator about the danger to the workingman of the election of certain parties and you will find that these platitudes and warnings come from the very men, or their representatives, who have been grinding us for a generation. Now what solution is there for this difficulty? I trust some of your many correspondents will enlighten me; but in the meantime I will advance a theory of my own and see what endorsement it will receive. I will begin by stating that though contrary to the foregoing sentiments I am heartily in favor of a tariff for the protection of home industries, but I am opposed to it being gerrymandered in the interest altogether of the monopolist. I would suggest that a stringent law be passed by Congress scaling the wages of employees working on protected manufactures and pay them according to the market value of the product. In that way we would receive a benefit from the tariff. I would further suggest that in order to attain this object each organization instruct its members to vote for no man for Congress unless he promises to bring about this reform. I think in that way it could be accomplished. And I think it would be also advisable for our organizations to see to it that the duty is taken off the necessities of life, such as sugar. How does it benefit us to have a duty of from one to three cents per pound on sugar? It cannot be advanced as an argument that the toilers at this business are better paid on account of it, as even the most rabid protectionist will not claim that the negroes working on Southern plantations are a well paid class. Again I say, the only ones benefited by this duty are the monopolists like Spreckles, Havemeyer and others of their ilk. Now I trust I have not wearied the editor or the reader, as I know this kind of discussion is a dry one, even in abler hands than mine, but I felt as if this tariff ridden city should have something to say. Yours in B. L.,
Newark, N. J.

E. D. RAHILLY.

A Few Suggestions.

EDITOR JOURNAL:—Time is rolling swiftly by and it soon will be time to again elect the delegates to our next annual convention. We should also discuss the questions to be brought before the convention, and as the JOURNAL reaches all, I ask the privilege of calling attention to some changes that appear to me it will be necessary to make in our Constitution and By-Laws. What are we going to do with and for our conductors? At the last convention we changed the name, (a

step in the right direction) what shall be the next? I propose that we ask from our conductor membership what they think should be granted them, and examine it closely; after doing so we should be able to arrive at some conclusion. As I understand it, one of the objects of our organization is to enroll under our Constitution and By-Laws all the employees of the transportation department. Simply changing the name to signify this, will not do it; we must enact laws defining clearly our position on this question. A great many will say that we cannot do this without working an injustice to a great majority of our present membership. What about the minority; are they not worthy of some consideration? I say to you that this cannot be further neglected without working a serious injury to both the majority and minority. If this question had been disposed of before, we would not have had our present minority and majority and our membership would have been many thousands more. How many stop to think of the present condition of affairs? No one who does so, can fail to recognize the fact that we are meeting with as much opposition under the present state of affairs than we possibly could, if we had the conductors solidly in our ranks. Many think that in the struggle that is now going on we will finally be victorious. If you are, will it be a victory to be proud of? Which will have won, selfishness or justice? What will be the result of a policy that teaches that success, in a measure, depends on the down fall of some one? Have we reached that stage, from which we can say: selfishness counts for nothing? If we have not, then what can we expect but opposition and a struggle at every point; with a consequent result that we have opposed to us, not only those who are honorable foes, who are opposed to us on principle, because we fail to do anything for them, but a vast number who are opposed to us because that we would present easy rotation they are now having in stepping from a train on one road to a train on another, regardless of what he was discharged from the last for? This last man is the one we should turn our attention to, the former we should recognize, under what conditions is a subject for discussion. It is this last man who goes around over the country, telling it, that he might have gone to work at such and such a place had it not been for the B. R. T., and other complaints, without stopping to explain why he left the late one.

I propose that every lodge in our Brotherhood located in a town that has either an O. R. C., B. R. C. or S. M. A. A. lodge within its jurisdiction, call a union meeting for the discussion of this question, "What is Necessary to Amalgamation?" We have too many organizations. It costs money to support them. Any man belonging to either of the four orders above mentioned, is liable to be working within the jurisdiction of one of the others at any time; one organization is sufficient. And last but not least,

there are some men who are going from one organization into another, ours (the B. R. T.) being the only one to guard against them doing so, reaping benefits, giving nothing. In conclusion, let me state the following, each filling in the blanks according to his own judgment. That after a conductor has arrived at the age of — and has had — years experience as a conductor, if discharged for any cause except drunkenness, carelessness, or other bad habits, or unless he has quit his last position to better his condition, shall be furnished a card stating the above facts and it shall, when presented, secure to the holder thereof a position equal to the last he occupied, if possible; if not, the next best. Are we giving this much now? Yes, and much more. What will be the result if this is done? In my opinion it will improve the morals of the organization. It being the only organization men will not dare to keep up their bad habits and exhibit an indifference as to the care of the property in their control; and men instead of moving from place to place seeking to better their condition, will remain where they are and seek to improve those they have. Finally, if you look at it closely you will find that we have not given as much as we thought we had. Our organization will improve in strength to such an extent that no one will be discharged without good and just cause, so that the card spoken of will not be used to a large extent. There are other points I could make for the advancement of our order, but I will let them all wait until some future time and to see if this is found suitable for publication, except one; I would especially advise that each lodge, and every meeting of a general grievance committee and union meeting serve notice on all officials and all others concerned, that we want it distinctly understood that in the future we will not leave a terminal or on the road attempt to work with any man under the influence of liquor, unless ordered to do so by some one in authority after he has been notified; that we expect no leniency in this matter and that we will extend none. We are to-day being assaulted in every conceivable manner and the very ones who are doing it are coming around under the influence of liquor and depending on others' watchfulness and discretion to get them over the road. This may not be the case everywhere; each one who reads this can, by stopping to think, know if it is or is not in their own case; but where it is, this notice should be served and this dislike to expose another, even when he is wrong and wrongdoing you, should be stopped after serving notice.

Yours in B. L. M. S. BOGERT.

Selection of Delegates.

EDITOR JOURNAL:—Being a member of the Brotherhood, and having the welfare of the order at heart, I thought I would risk the basket wherein is deposited the effusions that are not used.

Now don't understand me to say that I fear the said basket, on the contrary, I am sure it is of vital importance, and part of the necessary furniture of an editor's sanc-tum ; and while I might feel chagrined if my article does not appear, I am aware of the fact that you are the manager of our JOURNAL, and should certainly be the one to say whether or not it is fit for publication. I offer these few remarks, for the reason that I have very often heard complaints from those who had written articles which did not appear, as they were sure the said articles had a good deal of merit, and they, and not you, ought to be the judge of the same. I have read the JOURNAL more since January last than ever before, and am satisfied that the last convention did the proper thing when they made it a separate institution —that is, when they took it off our G. S. & T.'s hands and elected an editor and manager. Now, I have been a member of the Grand Lodge for the past three years, and think I am capable of speaking on the subject I am about to embark upon. In the first place, I am sure not enough attention is given to the selection of delegates, and this is a matter that should be looked into carefully by each and every member of our organization, and too much care cannot be exercised in the selection of the brother who is to represent our lodge in convention. Now, I claim that every member can not do this properly, and therefore, I repeat that too much care can not be taken. We should endeavor to select the man who will go to the convention and attend strictly to the business in hand, and one who is there for the good he may do his Lodge, himself and the order at large. We should not send a man who is aggrieved at some fancied wrong committed by a Grand Lodge officer, for experience has taught us that he will think himself in duty bound to arrest the ear of every delegate present for the purpose of pouring forth his tale of woe, and this too before he has approached the one whom his trouble is with and ascertaining whether or not it is true. I claim this delegate will do more harm than good and will cost the Brotherhood

more money than he is worth if his claim was paid.

We had ample demonstration of this at St. Paul, and every delegate present will remember the man who delayed the convention at least three days. I use the term man instead of brother as I notice by the last expulsion list that he has been expelled. The fact of his allowing himself to become expelled will show how much love or regard he had for the Brotherhood.

This is only one case. I could go on and show where those who made the most trouble in our conventions since the foundation of our Brotherhood were sooner or later expelled, and I am sorry to say, were expelled for causes other than non-payment of dues. Members will know how true this statement is as they can see the names which appear on the roll of dishonor from time to time.

I agree with the brother who says that the one who offers to represent his lodge for nothing, or the one who says you might as well send me for I am going anyway, is not the proper person to send, for the reason that he either has an ax to grind, or he fears the election, as he might and would more than likely be defeated. Again, I have noticed that we have members who will give the lodge no attention whatever, until the time draws near for election; then they manifest a great interest in the Brotherhood, and can not do enough for the lodge or its members. After the election, when they have been elected to represent their lodge in convention, they resume their old tactics, and while at the convention think more of how they are to enjoy themselves during the time, than of the business of the meeting.

As the coming convention will be one of the most important meetings in the history of our organization, I think the members of our 350 lodges should be very careful in the selection of their delegates and send only those whom you know to be qualified to act for you, and who are willing to look at both or all sides of questions as they come up for action, and above all things, elect delegates who will think for themselves, and not allow others to do it for them.

Yours in B. L.,

L. E. PHANT.

Legislation: a Remedy.**EDITOR JOURNAL:—**

Does the idea ever occur to the trainmen of this country, that they hold the balance of power between the two great political parties? That if they saw fit they could remove any legislator who would not work in their interests? Have they notified their representatives that their brother trainmen are being killed at the rate of eight a day and that this enormous death rate could be put an end to if they would pass laws that would compel the companies to put automatic couplers and air brakes on all freight cars? If not, a committee should be appointed in each congressional district to do so. We want no casual mention of our case. We want an earnest effort; a law to take effect as soon as possible.

Let us give our legislators to understand that we know our strength and that if they refuse our appeal, made in the name of justice and humanity, they shall feel our power when election day comes. The working people of the state of New York will receive the greatest injury they ever had to endure if the weekly payment bill is defeated. No man that votes against the passage of that bill should be allowed to represent a corporation again. What a howl would go out through the land if you told the railroad company you would pay them for their tickets next month. In Connecticut we have had weekly payments for some time and all acknowledge it to be equal to a five per cent advance in wages. But that blessing was jeopardized by corporation representative J. N. States, general ticket agent of the consolidated road, who tried to have the monthly payment resumed, and I can assure you that the working classes will not forget his action.

In Pennsylvania the legislators must feel themselves very small individuals beside the men that control the P. & R. R. R., who have the tyrannical power to compel a man to shave his beard or starve. Our beard is one of nature's productions, granted to us by the power on high, and as long as we desire to wear

it no power on earth has the right to deny it to us, at least out of the states' prisons. Look into your family Bible and you will see Him who died that we might live, wearing a beard, and our aim in life should be to emulate him in everything. If one trainman was slovenly it was no just reason that all should be condemned. If the special order had been sent to the person with the untidy beard, it would have met with universal approval; instead, however, the special order was sent to a trainman that looked neat and whose beard protected him against sickness. Such practices show us that a stronger government is in the minds of some. Already they rob you of your personal adornment and they will eventually try to rob you of your liberty. No civilized country, or corporation in a civilized land ever before issued such an infamous order. If our country called for it we could look at it in another light. But when they dare not do so and corporations do, it shows that the corporation is stronger and more tyrannizing than the government.

Are we free and equal when such orders can be put in force by a single person, whose very power was made by your labor? And whose fault is this? Simply your own for continuing to put men (?) into the houses of congress that allow such orders to be formulated. To relieve yourself of this insult and others that will follow on your manhood and dignity, is a gigantic task. You must send men to congress that will work in the interest of the people, not solely the corporations. Demand of your representatives that they work in your behalf by taking all large concerns out of the corporation's hands, and let our government take charge of them.

What a grand success our United States mail service is to-day. Good wages to all employes, plenty of help, no death traps, and the rate or fare of letter and parcel is just what it costs to transport them. Jay Gould is not making his millions from it, nor is Austin Corbin swelling his bank account, as he

does for transporting his coal. By working for the adoption of the railroads by the government you will earn for yourself a debt of gratitude from every laborer and merchant in the country. For everything we eat or use would be cheaper, and if not cheaper, you would be able to demand higher wages, for the manufacturing firm would not have the high rates of freight to pay, and so would be able to increase your salary. In Nebraska, last winter the inhabitants had to burn corn because it was cheaper than coal. In Pennsylvania the miners had to live on corn meal mush and water, with plenty of coal to mine. The high rates charged for transportation caused one to freeze to death, with plenty to eat, and the other to starve, with plenty to burn.

So, I say to my brother trainmen, not to be put off their course by a few flattering remarks or by a casual reference to our case of safety equipments on freight cars, but have our legislators understand that if they do not grant us what is right, they will have to attend to private business for the rest of their lives.

JOS. W. KEETON.

Correspondence.

Wrecked the Lodge.

EDITOR JOURNAL:—I want you to put a notice in the next JOURNAL so that all Brotherhood men can see it and know that Henry Bennett, the Financier of old No. 52, defrauded the lodge and that we lost our charter by his act. Also, so that all old members of old No. 52 can know how they stand. I get letters every few days asking about receipts and money that have been sent to Bennett. Yours in B. L.

J. R. EDWARDS, Financ'r.

San Antonio, Tex.

EDITOR JOURNAL:—I will say a few words about No. 198. We are composed of brakemen, switchmen, baggagemen and conductors on the coast division of the S. P., which runs south from San Francisco to Monterey. We have 42 members in good standing, with more applications. Our Worthy Master, J. G. Saxton, lost the first and second fingers of his right hand and Bro. J. J. Wentz lost four toes from his right foot recently. Business on this division is beginning to pick up, and there will soon be work here for some Brothers who may take a notion to this glorious climate. Any Brother coming this way will be heartily welcomed by the members of No. 198. Yours in B. L.,
San Francisco.

D. R. PAYNE.

EDITOR JOURNAL:—I see that resolutions on the death of members still find their way to your sanctum. To those who think favorably of such methods, I would suggest the following as a requiem over all resolutions:

Behold these semblances of woe.
What are they but a mockery?
Deep grief requires no outward show,
No solace finds in them or drapery.

New Haven, Conn.

J. W. K.

EDITOR JOURNAL:—I am happy to inform the readers of the JOURNAL that the Trainmen's Brotherhood is flourishing in this section. The General Grievance Committee have returned home from Montreal, where they met the officials of the Canadian Pacific Railroad and obtained a rise of pay for freight trainmen, and had several other grievances adjusted. It is the first, and a grand recognition for the Brotherhood on this system.

E. M. DONSLEY.

Chapleau, Ont.

Enforce the Law.

There are some Brothers in our lodge, as well as other lodges, that make a practice of borrowing small sums of money, and running in debt at different places, and then forget (?) to settle their accounts. As it is unconstitutional, as well as unbecoming, wouldn't it be a good idea to publish an article in the JOURNAL on that subject and remind the boys of the necessity of being prompt in settling their accounts and keep their names off the Black List. Now, these little misdemeanors have their weight and cast reflections on the Brotherhood, and they pay little or no attention to what we say as individuals. So I thought a word of advice through the JOURNAL would have a tendency to brace them up.

Yours in B. L., FRED A. BENHAM.
Elkhart, Ind.

EDITOR JOURNAL:—Dear Sir and Bro.: With greatest interest I have read each issue of our JOURNAL, and with pleasure noted the earnest endeavors on the part of our editor to promote the general interest of our Brotherhood; true to our principles to the letter, protect, and ever endeavoring to better the condition of its members. I see no Herr Most rantings or Knight of Labor agitator sentiments, but plain, truthful facts. True, you are paid for services rendered to this order. For what? To at all times present those facts which are of vital importance to each and every one of us; and above all, to endeavor through the JOURNAL columns to arouse that spirit of fair play which belongs to every lover of justice. The JOURNAL has not aimed in any way to interfere with the management of any railroad company, nor has it proposed to dictate to them their business, but it does propose to use every legitimate

means to protect those lives and limbs that are dear to us.

Our Grand Officers have at last aroused strong public sentiment; not with closed mouths nor idle pen, but good, solid work has at last brought a gleam of hope to toilers of the rail. From legislative halls your plea for justice has been answered.

HENRY BATHSFORKE.

Belvidere, Ill.

Compulsory Insurance.

EDITOR JOURNAL:—We have here, on the Grand Trunk Railway, a compulsory insurance, which is doing more to retard our Brotherhood in Canada than our brothers on the other side of the line would suppose.

We have here (and every Lodge in Canada has,) men who would make first-class Brotherhood men, but, having families to support, find it too expensive. They cannot afford to pay (as I have often done,) to the Grand Trunk Insurance from \$1.90 to \$2.70 a month, and then pay \$1.50 and generally \$2.50 to our Brotherhood out of our princely salary of \$45 or \$50 a month. That is the main reason we are not better organized here, and we cannot become well organized while this insurance is compulsory.

The general opinion of the trainmen all over the road is that the JOURNAL now "takes the cake." The G. T. R. is examining the trainmen regarding the air-brake, and we are not well posted, and we think, Mr. Editor, that now you insert engravings in the JOURNAL, that if you would insert illustrations showing the inside of the triple valve and the rest of the Westinghouse brake, with a full description of how it is worked, you would confer a favor on us, as it is the duty of every Brotherhood man to become proficient in its use. Yours in B. L.

Toronto, Ont.

Wm. HODGSON.

EDITOR JOURNAL:—It my last letter I wrote you about Los Angeles, this time I shall endeavor to give you a little idea of San Bernardino, for when you visit us next fall you will want to see it.

San Bernardino is situated in the midst of one of the most beautiful valleys in Southern California, sixty miles east of Los Angeles, on the Santa Fe system, has a population of about 3,000 and covers about one square mile. In appearance it much resembles a New England town, from the masses of shade trees in which it is embowered.

Directly east is Mount San Bernardino, which towers up some 12,000 feet in height, and forms an important feature in the landscape, while within a short distance of the town, at the base of the mountain are the renowned Arrowhead Hot Springs. In addition to these are the Harlam Hot Springs, and the Ruble Hot Springs. They are all reached by the street motor line, being a summer and winter resort for the

people of the surrounding country. The Arrowhead Hot Springs are located some 2,000 feet above the sea level. They derive their name from a most curious mark on the face of the high peak. The mark is in form exactly like an Indian arrow-head, pointing downward toward the springs, occupying an area of eight acres, and visible for many miles.

Close to San Bernardino are the small towns of Redlands, Crafton, Highland, Arlington, Colton and Riverside, all reached by the motor line.

San Bernardino is the home of Mrs. J. A. La Barge Lodge No. 233, which is doing very well now, and will continue to do better under the leadership of Bros. Cason, Greene and Delaney.

Well, I must now close, as I have run out of time, and must go to work. Look out next time for Santa Barbara. Yours in B. L.

Bakersfield, Cal.

A. W. S.

Benefits of Insurance.

MR. EDITOR:—Your "Chats with Non-Union Laborers" in the March issue of the JOURNAL, should win for you the thanks of every honorable trainman in this land of ours. From members of the order, because when shown by them to any applicants they may be seeking, it furnishes an argument that cannot be answered in the negative, and especially from the class it is addressed to. And may they see what benefits they are missing and embrace the opportunity before it is too late, as was the case in New Haven a short time ago, when a trainman was killed, having a blank application and \$54 in his pocket, having saved that amount to pay a bill. He left a wife in delicate health and three small children to care for. He had put off joining the order until too late; a fact fully realized by his family, who are almost in destitute circumstances. To every non-union employe I would say that the most honorable debt you owe is the \$1,000 you owe your wife, little ones, or perhaps an aged father or mother; and this obligation on you can be paid at a cost not to exceed \$31.50 a year. Stop for one moment and ask yourself the question: "What would they do for support if I was taken from them, and what would become of us all if I was totally disabled?" And then think that \$31.50 a year, or less, as the case may be, would place at your disposal \$1,000 should fate decree that you be maimed for life. By joining at once you can create a debt of gratitude from your loved ones that time cannot erase and at the same time place the magician's wand in your hand, should misfortune overtake you.

The New England Railroad Club has caused to be circulated all through the eastern states papers properly filled out, requesting the trainmen to state the kind of automatic couplers they desire. The coupler receiving the most signatures will be presented by the club to the houses of legislation in the New England States for

them to adopt. The "Janney" was the almost universal favorite, and only one signature here (New Haven) favored the old link and pin.

TIM'S BROTHER.

Believes in Federation.

EDITOR JOURNAL:—Allow me to congratulate you on your splendid articles on federation. The points they make are of the most telling kind. All hail federation! What possibilities does it not open to our eyes? It is the Moses that will lead us out of the house of bondage, and out of the land of small bickering among the different orders of railroad employees. In the words of the railroad poet, "let us get a move on ourselves," and in every city and railroad center where there are lodges of the four orders that have already federated let them come together and have an understanding of the possibilities of federation and of the great force they have in their hands, should an emergency arise.

Do you know that there are scores of members of the four federated orders that are ignorant of the fact that federation is an accomplished fact? And men whom one would suppose were up with and abreast of the times. Truly, they need a shaking up, and the wide-awake members of the different lodges of those federated orders should agitate the question in their lodges and arrange for union meetings of the local lodges. There is nothing like getting together and talking the thing over. And the more they talk about it the greater and grander it will loom up before them as the greatest achievement of modern labor. Dear Editor, keep up the good work of spreading before your thousands of readers the beauties of federation. It is a subject of which they will never tire. You would be surprised to know how widespread the interest and comment has been on the articles that appeared in our May JOURNAL among railroad men of all classes. We have a journal now of which we are all proud. If it keeps on improving with every number, as it has, it will stand alone without a peer among the railroad magazines. Your chats with non-union laborers, especially No. II, is an argument unanswerable. Can any trainman read it carefully and not appreciate the great benefits of belonging to some organization that will be a benefit to him while he lives and a god-send to the dear ones he leaves behind him when he joins the great majority? Yours Fraternally,

St Paul, Minn.

MATT RONAN.

Wants an Awakening.

EDITOR JOURNAL:—Though it was never the good fortune of your humble correspondent to wear threadbare the elbows of his sleeves by constant friction against the walls of a college, or to possess the power of imparting knowledge to others to any eminent degree, yet, from a firm conviction that it is the duty of every man who has arrived at the stage of manhood to utilize the

talents and ability with which his Maker has endowed him, be that talent of a high or low degree. I am forced, as I am impelled by time along the ruthless journey of life, upon the ocean and tide of that great tumultuous mass of humanity, rushing at a reckless speed onward to the end of time, to stop, to meditate, to think seriously whether or not it be in my province to lend what little talent I may possess to check and dispel the latent lethargy which has riveted itself upon the Brotherhood of Railroad Trainmen and railroad men in general.

And in order to see where this great evil lies, we have but to search our own hearts, to bring the matter to our own homes, to our own doors, and the hydra-headed monster will be seen and exposed in its true light.

In order to demonstrate this fact more clearly and convince the skeptical that we know whereof we speak, we have but to take Morgan Lodge, No. 317, or rather its nucleus, and compare facts, to-wit:

There are within the jurisdiction of this Lodge not less than fifty railroad men, each and every one of whom if they knew themselves or would for one moment consider their own and their families' interest, would be active and working members of Morgan Lodge, No. 317; but they are not, and why? First, because there is a lack or want of self-interest along the entire line, from conductors, yard masters, switchmen and brakemen. Second, because they do not understand fully the grand and glorious purposes for which this Brotherhood was instituted; and, lastly, because they cannot, or will not discern the fact that their present wages and salaries are upheld and sustained through and by the existence of these Brotherhood unions. Oh! that their eyes could but be opened, and their minds be convinced of this reality. EAGLE-EYE.

Lafayette, La.

Supreme Council of the United Orders of Railway Employes.

CHICAGO, ILL., June 17, 1890.

To the Brotherhood of Railroad Trainmen, Switchmen's Mutual Aid Association, Brotherhood of Locomotive Firemen and Brotherhood of Railway Conductors.—Greeting:

DEAR SIRS AND BROTHERS:—In behalf of the Supreme Council of the United Orders of Railway Employes, we beg to say at the close of our second annual session, that having heard every proposition affecting our alliance, we feel safe in saying that we are to-day the strongest organization of railway employes upon our continent. We beg to report that the Brotherhood of Railroad Trainmen has been steadfast and true,

that the Brotherhood of Railway Conductors, although comparatively small numerically, have been faithful to every obligation; that the Switchmen's Mutual Aid Association, with all the integrity at its command, and the Brotherhood of Locomotive Firemen, have been loyal to their sister organizations, and in view of these facts, it is urged on behalf of the Supreme Council that each member of each of the several organizations therein represented be requested, with all the influence at his command to promote the interest of all the Federated Organizations.

Brethren, we appeal to you in the interest of harmony and good will. We need not say that your representatives are in perfect alliance with the representatives of the Federated Organizations; that they are our friends; that we are theirs; that in every emergency we can stand side by side together carrying out by action, as well as by words, the true import and purpose of federation.

Let us remember that in our relations with each other, we are mutually bound to the interest of all; that in the storm as in the calm we shall be brothers; that when the roll is called, every member, however humble, will respond as cheerfully as the soldiers of old responded to the solemn call of death.

Pursuant to the action of the Supreme Council, there will be forwarded to each subordinate lodge or division, a package of constitutions, proportionate to membership, and it is requested that the same be distributed among the rank and file to the end that each and every member may be cognizant of the laws, rules and regulations of the Supreme Council.

Brethren, we exhort you to dwell in peace together. We assume to believe that the old maxim that "each for all and all for each" is as applicable to-day as when first it fell from the lips of time-honored philosophers. In all of your work, remember that we stand side by side and shoulder to shoulder together. Remember, that in the nature of things, our calling involves ceaseless perils; that the primary purpose of organization and federation is to protect us against those dangers that are incident to our labors upon the treacherous rail. Remember again, brethren, that we

are federated for the sublime purpose of standing together in demanding an honest day's wages for an honest day's work, wherever the whistle of the locomotive bears testimony to the triumphant march of civilization.

In conclusion, we are happy to say, after a year's experience as a federated organization, that our expectations have been more than realized, that every pledge has been redeemed and that we reaffirm our faith in the federation of the members of the several organizations of railway employees, as now established, as the redeeming and emancipating power of our age.

F. P. SARGENT, Pres't. [Signed.]	W. A. SHEAHAN, Sec'y. S. E. WILKINSON, FRANK SWEENEY, GEO. W. HOWARD, J. J. HANNAHAN, P. H. MORRISSEY, JOHN DOWNEY, J. J. NELSON, G. W. LOVEJOY, J. A. HALE, E. V. DEBS.
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EDITOR JOURNAL:—The Nickel Plate is equipping its stock cars as fast as it can get them in, with the "Gould" hook coupler and its box cars with the Janney coupler. Up to date, (May 17th) there are 200 refrigerators equipped with the Janney coupler and Westinghouse air-brake, 100 box cars equipped with the Janney and 125 stock cars equipped with the Gould coupler. The N. P. managers have an air-brake expert traveling over the road giving the boys (brakemen) lessons on the use of the air-brake and this is found to be a big help.

Ft. Wayne, Ind.

C. P. H.

EDITOR JOURNAL:—Salt Lake Lodge, No. 68, of the B. of R. T. is in a prosperous condition. We have a membership of forty-five in good standing, also ten applications to work on. Our future was never brighter than it is at present. I think we have one of the finest lodges in the west. The different organizations, consisting of the B. of R. C., B. of R. T., B. of L. F. and the S. M. A. A., are going to have a union meeting and give a grand picnic at one of the many pleasant bathing resorts on the Great Salt Lake the latter part of July and a general good time is expected. Notice will be given as to the date, etc. All Brothers are invited to attend. Yours in B. L. GEO. H. HERBERT,
Ogden, Utah. Sec'y of No. 68.

Union Meeting at Chicago.

The following resolutions have been received with the request that they be published, with the announcement that the meeting was successful:

WHEREAS, it is conceded that union meetings of this character, in which a fair, unbiased and honest discussion of all matters pertaining to the welfare of our Brotherhood is engaged in, create a livelier interest in its behalf, awaken a spirit of enthusiasm and educate all to the responsibility of their duties as members, therefore, be it

Resolved by this union meeting of the B. of R. T., held under the auspices of the Chicago lodges of this order, that we do unhesitatingly proclaim our fealty to the original principles of the organization, not only in the cause of B. S. & I., but in the way of securing material aid and substantial recognition for its members, and be it further

Resolved, that we express our appreciation of the great and good work accomplished by our friend, the Hon. L. S. Coffin, and be it further

Resolved, that we enlist our service with the Hon. L. S. Coffin by petitioning the members of the state and national legislatures in our several states to support the bill No. 9882, now under consideration at the national capitol, and be it further

Resolved, that this meeting express its great confidence in our Grand Trustees and congratulate the same board for the successful manner in which they settled the affairs of the order with the late G. S. & T., and be it further

Resolved, that we express our condemnation of any personal controversies being published in our official organ, and be it further

Resolved, that we condemn the publication of the lengthy personal articles between Bros. Peacock and Rogers, and be it further

Resolved, that this meeting does most heartily approve of establishing an institution to be known as the "Brotherhood of Railway Employees Home," and be it further

Resolved, that we congratulate the several committees for the successful meetings now being held, and the manner in which they discharged their duties, and be it further

Resolved, that a copy of these resolutions be furnished the editor of the JOURNAL for immediate publication.

L. E. BROWN, of No. 160,
J. D. McCARTY, of No. 25,
E. A. OGDEN, of No. 161,
Committee.

[The order for immediate publication is quite suggestive. As the above matter was mailed in Chicago May 29, it was im-

possible, of course, to publish it in the June number, which was ready for mailing on May 28.—*Ed. Journal.*]

MORGAN LODGE, No. 317.
LA FAYETTE, LA., May 28, 1890.

EDITOR JOURNAL:

Be it *Resolved*, that it is with the deepest regret that we realize the compulsory severance of our Worthy Master, Albert Labe, from Morgan Lodge, No. 317, and we do hereby tender him our sincere thanks for the worthy manner in which he has ever presided over our council and the example ever set before us, by and through the faithful performance of his duties as presiding officer of this Lodge.

May he ever shine as a bright ornament amid his surroundings, and we hope his future efforts will be rewarded with the success he so richly merits.

Be it further *Resolved*, that these resolutions be spread upon the minutes of this meeting, and a copy given to him; also the same to be forwarded for publication in the columns of our worthy JOURNAL.

F. C. TRIAYS, Chmn.,
C. H. LUSTED,
JOHN D. BOWEN,
Committee.

THE following circular has been sent for publication:

BOSTON, MASS., May 12, 1890.

To all Trade and Labor Unions in New England,
Greeting:

At a meeting of the Joint Label conference, held in this city on May 8, 1890, the following resolution was adopted and ordered to be sent to every local union in New England:

WHEREAS, there is before the present congress a law introduced by Representative Bynum, of Indiana, known as Bill 260 of the House of Representatives, and

WHEREAS, it is to the interest of organized labor to have said bill become law, it being a measure to protect the labels and trade-marks of trade and labor associations by punishing the counterfeiting or forging or vending of such counterfeit or forged trade-mark or label of any trade or labor association, be it

Resolved, that the Secretary forward a copy of this resolution to every trade and labor union in New England and request them to communicate with their congressmen, representative and senator, asking them to work for the passage.

By order of the Joint Labor Conference of New England, I submit the resolution as adopted and trust that you will correspond with your congressmen, both senator and representative, making the request of them in the name of your organization. Fraternally yours,

C. S. VANDER POORTEN,
Secretary Joint Label Conference,
678 Washington St., Boston.

On the Road.

GEO. HAYS was killed while switching at Windsor, Wis., June 2.

On June 9 Brakeman Chas. Williams had both legs cut off at Ithaca, N. Y.

CONDUCTOR MCAULIFFE was killed in a wreck near Belvidere, N. J., May 31.

E. N. BLAISDELL, engineer C. & N., was killed, June 6, at Rockford, Ill.

ENGINEER JNO. PEEBLE was probably fatally injured at Enon, O., June 3.

E. C. HEUN, brakeman C. B. & Q., was badly injured at Naperville, Ill., June 9.

BRAKEMAN W. H. HAWKINS was seriously injured at Oakfield, Tenn., June 9.

RAKEMAN G. JANIER was run over and killed at Ead's Station, Tenn., June 23.

FIREMEN Arthur Taylor and Berry Nelson were killed near Hannibal, Mo., June 9.

CONDUCTOR GEO. SKIDEL, of the P. & R., was run over and killed at Reading, Pa., June 9.

O. C. BARBER, conductor P. & R., was run over and killed at Philadelphia, Pa., June 6.

J. WHITE, brakeman C. C. C. & St. L., was killed between the cars at Cincinnati, O., June 6.

ROBT. MCCOY, engineer Union Pacific, was run over and killed by his engine at Alto, Wash., May 21.

JOHN MACKIN, fireman M. K. & T., had his foot taken off in an accident at Denison, Tex., June 15.

SWITCHMAN G. A. HUFFMAN, of the C. & A., fell from a train at Huntington, Ind., June 8, and was killed.

On June 3 an engineer named Murphy on the P. & R., was struck on the head by a water pipe and killed.

EDWARD HELDRUTH, switchman, was badly crushed between the cars of a C. B. & Q. train at Denver, May 25.

RAKEMAN ASHLEY, on the Boston & Maine, fell between the cars at Swampscott, Mass., June 9, and was killed.

FIREMEN G. THAYER and Benj. Nelson, of the St. L. K. & N., were killed in a wreck at Busch's Station, Mo., June 9.

CHAS. BOWERSOX, brakeman Chicago & Alton, was thrown from a train at Roodhouse, Ill., June 15, and seriously hurt.

In a collision near Massillon, Ohio, on the Wheeling Railroad, June 2, Engineer Meer and Fireman Higgins were fatally hurt.

In a collision on the Union Pacific at North Platte, Neb., May 20, Engineer Coleman had both his legs cut off, and died soon after.

G. A. KELLY, brakeman P. C. & St. L., fell from the top of a freight car at Mingo Junction, O., June 9, and was instantly killed.

L. B. FERRALL, brakeman P. C. & St. L., fell under the wheels while coupling cars at Columbus, O., June 8, and had one leg cut off.

JUNE 9, in a wreck at Warrenton, Mo., Lee Parsons, fireman, P. H. Sheuell, engineer, and J. E. Morton, brakeman, were seriously injured.

In a wreck on the M. K. & T., May 25, near Osawatomie, Kan., Engineer James Caskey and Fireman Wm. Downs were killed, and Brakeman Delano fatally injured.

In a rear-end collision near Laliaferro, Ga., June 6, Engineer Isaac Williams was killed. Fireman W. Matterson, Conductor Harbin, and brakemen Parker and Langston were considerably bruised and hurt.

ENGINEER MCGUIRE was badly crushed at Enon, O., June 3.

ENGINEER WM. BRIDE was killed near Altoona, Pa., May 19.

FIREMAN FRANK FRAZIER was badly injured at Rison, Ark., May 17.

WHILE coupling cars on the R. W. & O., May 21, Albert Allen was run over and killed.

M. PAULUS, fireman Grand Northern, was killed by the cars at Moorhead, Minn., May 25.

ENGINEER PERKINS was killed at Knoxville, Tenn., June 16. The engine collided with a cow.

JEFF FRILL was killed while switching at Memphis, Tenn., May 20. His foot caught in a frog.

D. VAUGHN, brakeman L. & N., fell from a train at Baker's Station, Ky., and was fatally hurt.

ENGINEER JAMES HANSFORD and Fireman Bundy were badly scalded near Folsom, Cal., June 9.

H. J. BECHTEL, brakeman Pennsylvania Road, was run over and killed near Spruce Creek, Pa., May 22.

OSCAR McDONALD, switchman Illinois Central, was killed while coupling cars at Cairo, Ill., June 16.

FIREMAN HOWE was fatally injured near Port Kent, N. Y., May 20. The engine struck a land-slide.

ENGINEER WATSON and Fireman McNulty were very seriously injured near Eau Claire, Wis., June 16.

CONDUCTOR J. P. SCHOFIELD, of the L. N. O. & T., was run over and killed at Vicksburg, Miss., May 30.

JUNE 7 Arthur McGinnis, brakeman D. L. & W., was struck by a train at Paterson, N. J., and instantly killed.

FIREMAN E. H. DALE was killed and Brakeman Williams was injured in a wreck near Dubuque, Iowa, June 3.

At Ortiz, N. M., June 11 in a collision on the A. T. & S. F., Brakemen Ed. Hoffman and J. Nicholson were instantly killed.

In a collision on the Union Pacific, near North Platte, Neb., Engineer Coleman was killed. The fireman was also seriously injured.

SWITCHMAN FRANK R. SCHOMBEAU was killed while coupling cars at St. Joseph, Mo., May 24. He had been railroading twenty years.

On June 12 Engineer C. C. Roadoaf, Fireman Honaker and Brakeman Chas. Eaton were killed in a wreck on the C. & O., near Maysville, Ky.

At Melrose, N. C., while descending a steep grade, a train on the W. N. C. jumped the track, killing Engineers J. J. Smyrna and Louis Tunstall and Fireman G. Taylor.

THE editor of the JOURNAL has endured the torture of being confined to bed for thirteen consecutive days—an affliction he has not experienced since life on top of the box-cars used to put him to bed occasionally, for weeks at a time. The irregular make-up of this edition is chargeable to this fact, and if the standard of the whole is somewhat below the usual tone, our readers will certainly judge it generously, as much of the original matter was produced in open rebellion of the physician's instructions, and when the editor should have been vigorously engaged in doing nothing. Unfortunately the enforced idleness came at a time, too, when work should have been going forward on the August number, and will have some effect on the next illustrations.

The Brotherhood.

A LETTER from Bro. Shephard, of No. 132, tells of the death of Bro. Chas. Crosier, who died May 20th of typhoid fever.

IT WAS the intention to illustrate the Chisholm couplet in this issue, but the unexpected illness of the editor caused it to be neglected.

THE Secretary of No. 293 reports the expulsion of P. O'Connell for contempt of Lodge and general principles, and requests it published in the JOURNAL.

A LETTER from Bro. J. Paul Kirkbride, of No. 297, speaks of the flourishing condition of that Lodge, and says the members are closely worked at present. The summer seashore travel has been good and business is brisk in that section.

A LETTER from Bro. J. G. Rice speaks of the pay of conductors and brakemen on the Eastern division of the C. P. Railway being raised recently through the efforts of the Brotherhood. They now receive the same rates as are paid on the Western Division.

THE daily papers of Norwood, N. Y., publish the fact that Bro. Martin Fahey received his check for \$1,000 for total disability very promptly, and that the dispatch with which such business is performed has left an excellent impression on the citizens of that place.

WE have endeavored to catch up this month in publishing our communications from correspondents. A number have been held over for some time, by being crowded out by something important that came up at a late date. There are still a few left out this time.

THE Secretary of No. 135 requests us to publish the fact that S. W. Abrams, former brakeman of the N. Y. C. & St. L., has been using the credit of the Brotherhood to defraud persons to whom he has been able to become indebted, and that he has left Fort Wayne, leaving a number of bills unpaid.

BRO. MOORE, of No. 180, has favored us with a short letter. Business on the G. R. & I. is not very good, but the ice business from the North will enliven things soon. A good percentage of the members are running trains, and interesting meetings with everybody in favor of Federation is reported.

BRO. SANDT, of 92, writes us of the sad death of Frank Rochambeau, who was killed coupling cars in the K. C. yards at St. Joseph, Mo., May 23. He was caught between two cars and instantly killed. Mr. Rochambeau had been in the service 26 years, and was widely known in railroad circles.

WE are under many obligations to B. L. F. No. 288 and B. R. T. No. 96 for the invitation and complimentary ticket to the federation ball, held at Nickerson Kan., on the 18th of May. The Grand Master was the only person from headquarters who was able to attend, and he reports a very enjoyable time.

A LETTER from Mr. D. Webb (S. M. A. A.) Montreal, Canada, speaks of the death of John Cunningham of that order, and of the great credit which is due to Bro. M. H. Allen and the members of B. R. T. Lodge at that point for kindness and sympathy in connection with the funeral arrangements.

BRO. RYDER, of No. 232, writes an interesting letter, from Hinton, W Va. Two-thirds of the members of that flourishing lodge are running trains and everything is moving along nicely. He complains a little about the infrequency of visits from the Grand officers, and thinks that they would not find a better place to spend a few hours.

BRO. J. F. MECKLEY, of No. 93, is requested to correspond with the Secretary of his Lodge.

A LETTER from Marquette, Mich., states that the Master of No. 10, whose name is not given, now has a regular run as passenger conductor on the Duluth, South Shore & Atlantic. This is interesting information. The number of B. R. T. men being promoted to passenger runs in various parts of the country speaks well for the strength and influence of the order.

BRO. JOE DIXON, of Chicago, who had the misfortune to lose a foot, while switching, in the spring of 1888, and who says he consulted several surgeons without obtaining relief from the pain, finally submitted to a second amputation, performed by Dr. F. M. Ingalls, of No. 161, and which, he says, was entirely successful. He naturally feels very grateful, and writes asking us to give the Doctor credit for his successful work.

A CORRESPONDENT in this number of the JOURNAL suggests that it would be a good idea to illustrate the air brake in future issues. We are corresponding with the Westinghouse and other companies now with that object in view, but the arrangements cannot be completed for some time yet. Illustrated articles always require much time and labor in their preparation, but the JOURNAL's policy is to spare no pains to give its readers the most interesting and instructive matter that can be presented by magazines of its class.

ONE of the great evils which attends the annual conventions of the Brotherhood is the hasty manner in which legislation is rushed through. A great deal of time is wasted by unnecessary wrangling over unimportant things, and then in the last day or two everything is hurry and confusion. A good way to improve this in some degree is to discuss in the JOURNAL some of the questions which will call for action at Los Angeles next October, and give everybody a chance to be posted, so that proposed legislation may reach an early vote.

WE are indebted to Bro. W. H. Hennick, of No. 175, for a copy of House Bill No. 273, which is an act to provide against accidents on railroads, and limit the hours of service. The principal features are as follows:

"That no company operating a railroad over 30 miles in length in the State of Ohio shall permit or require any conductor, engineer, fireman or brakeman, who has worked 24 consecutive hours, to again go on duty or perform any duty, until he has had at least eight hours rest. That ten hours' labor shall constitute a day's work, and every hour in excess of that shall be paid for in proportion to the regular rate. That any company which violates any of the provisions of the bill shall be fined not less than \$100 nor more than \$150. That the act shall take effect upon its passage."

The bill was passed March 26th. It is an excellent law and it is to be hoped that it will be enforced. The penalty is not very heavy, but if it is enforced in all cases it should certainly have the effect of bettering the condition of the trainmen of Ohio.

Personals.

—J. H. Sheahan, brother of the G. S. & T., has been appointed Roadmaster on the Iowa Central.

—The JOURNAL Agent of No. 14 reports the marriage of Bro. W. McFarlane, which occurred June 5th.

—Bro. R. N. Hoover, Secretary of No. 145, was married recently to Miss Irene McLaughlin, of Houston, Tex.

"—Death invaded the home of Bro. Parker, Financier of No. 128, recently, and he had the misfortune to lose his little girl.

—Bro. W. G. Edens, late First Vice-Grand Master, has made an arrangement with the Railway Officials and Conductors Accident Association, of Indianapolis, Ind., as agent for the city of Denver and vicinity. The popularity of Bro. Edens and his very extensive acquaintance with all classes of railroad men will certainly make him a valuable addition to the working force of the association. His office is at 24 Good Block, Denver, and railway men interested in insurance matters should place their business with him.

The Reason.

We recently received a sharp complaint from a member asking why his lodge did not appear in the Directory. A little thought would have suggested the reason, as just an even page was omitted. This month the same thing happens, but with another section of the Directory, two pages being crowded out including Lodges No. 213 to No. 257. In emergencies the lesser of two evils must sometimes be accepted. Late advertisements come sometimes unexpectedly, and a month's delay would mean serious loss to the advertiser. But there is no great loss in dropping for just one issue a very small part of the Directory, always selecting where there are the fewest changes to be made—in this case but two. In such cases the last JOURNAL can be used until the following one appears. It is certainly a small thing to "roar" about. Every true B. R. T. man will be glad to know that not only the literary success of the JOURNAL is attracting attention, but that the business part is keeping pace with it to such a degree that new advertisements are crowding the Directory. Six months ago the advertising business of the JOURNAL was the least of all the official organs. It now stands second best in the list, and is steadily and surely coming alongside its rival, who has the advantage of having been established nearly a quarter of a century.

Annual Elections.

Before another issue of the JOURNAL has been placed in general circulation the nearly two thousand subordinate officers of the Brotherhood will be elected to fill responsible positions and discharge serious obligations for their respective lodges. The Masters, Vice-Masters, Financiers and Secretaries are very important officials, and the best interests of the Brotherhood can be subserved only by electing to such positions the best men the lodge can put forward. The delegates to the Los Angeles convention are also burdened with a grave responsibility and should be men of cool, clear judgment, and of undoubted loyalty.

For all of the places above mentioned good men should be selected, but there is no one office that is of such vital importance to the interests of the JOURNAL, as that of JOURNAL Agent. It has unfortunately been the custom with a great many lodges to look upon the office of JOURNAL Agent as something inferior and of little importance. This may have been due to a certain extent to the old condition of affairs, but since the new system of mailing has been introduced it is absolutely necessary to the successful management of the JOURNAL that careful, diligent, competent men should be elected to fill that office. It is simply impossible for the editor to furnish the Brotherhood with a good and efficient mail service unless he has the willing and interested co-operation of the JOURNAL Agents. A JOURNAL Agent should be a man who is well acquainted in his locality, espec-

ially with the business men. He should be a man of energy as well as good judgment, and one who may be relied upon to energetically push the circulation of the JOURNAL and assist the editor in building up a good business in each of the local centers. He should, by all means, be a man who is in sympathy with the aims and objects and the policies of the JOURNAL, and in no case one who has developed an antagonism toward the management. By intelligent action in the election of the JOURNAL Agents each lodge can do an excellent work in promoting the efficiency of the present delivery system as well as of extending the circulation of the JOURNAL among the general public—a thing which, of course, every loyal Brotherhood man wishes to see accomplished.

Saginaw's Banner.

A noteworthy thing occurred at East Saginaw, Mich., on the evening of May 23. The Ladies' Auxiliary, No. 9, made a beautiful banner and presented it to the members of No. 188. A grand ball was also on the programme and Saginaw's gallantry and Saginaw's beauty thronged the gaily decorated Germania, and for several hours left dull old earth out of sight. The editor of the JOURNAL had been honored with an invitation to make the presentation speech when the banner was given to No. 188, but after having gone five hundred miles for that express purpose, found himself suffering from a sore throat to such an extent that it was impossible to do justice to the enterprise of the Auxiliary and its splendid present, with its motto of nobility and its wealth of artistic beauty. The fact that Auxiliary No. 9 has but sixteen members and yet is alert, energetic and progressive, seeking work for willing hands, speaks eloquently of what noble achievements are yet to be credited to the lodges of the Ladies' Auxiliary.

Michigan, the birth State of the Auxiliary, is a good place to go. The citizens don't know the difference between a Brotherhood man and a president of the republic, so far as treating him like one is concerned. When any of the Grand Lodge officers get the blues working among the unappreciative, it would be a good scheme to run up to Michigan a few days and be renewed in hope and patriotism.

A PENNSYLVANIA brother, who has sympathy enough for the afflicted to indicate that he has been qualified in the school of experience, writes a long letter about tilts between disgruntled correspondents and the editor of the JOURNAL, and concludes as follows :

"Now, Bro. L. W., if I were you I would just take those "kicks" from the envelopes, read enough to see the character of the letters, and then I would just chuck them into the waste basket and tramp them out of sight, and never give them the courtesy of a second thought. They don't deserve it, for they are only calculated to make mischief."

We are grateful to our friend for a suggestion which he evidently believes would relieve us of much useless annoyance, but to forcibly suppress anything is repugnant to our ideas of the liberty of speech. No one would be so much pleased as the editor if disagreeable things need never be said in the JOURNAL. The idea in establishing the "Forum" department was to call out intelligent discussion on all questions of interest to the Brotherhood, and with the hope that those who are inclined to criticize would henceforth do it in an open and manly way instead of by secret methods, which injure the more grievously because they admit of no reply. Officers, like other people, make mistakes, and

THE RAILROAD TRAINMEN'S JOURNAL.

free criticism is unquestionably one of the rights of those who are liable to suffer from those mistakes. It was not supposed, however, that even the most persistent of critics would seize upon the opportunity of making life a burden to the editor, but if the free department is the means of doing away with the infamously false reports that it has been the custom to circulate in secret against Grand Officers, we are well contented to accept the lion's share of the abuse; for nothing is so extremely dangerous, or can so quickly undermine an organization, as such contemptible and treacherous work. Now that it is known that the JOURNAL gives space for criticism, the man who hears in secret a certain slander will doubt it and will come to the conclusion that if it could not stand the light of publication, there must be little truth in it. If the free department works no good in this direction, it can at least do no harm. The notion that nothing should be published which reflects on any member or officer is a false one. No good, square, honest man is afraid of publicity, because he knows that he has a spotless record behind him. And if he is not a good, square, honest man, the sooner we all know it the better. The idea, too, that the public might learn that there is not harmony in the ranks has no force. The newspapers never fail to place before the public everything they think the public wants to read, and they pay not the slightest attention to what they consider of no public interest.

Personal feeling might lead us to accept our friend's well-meant advice, but our ideas of the right of the humblest member to express his opinion would forbid. We believe that time will prove that the free space department will be of great benefit to the Brotherhood. One thing is certain: we cannot do away with dissension by pretending there is none. Nothing can be gained by putting on a smiling countenance to the public and pretending to be what we are not. There is nothing like being honest about it and letting everything stand on its own merits. Whoever can't do that deserves to fall.

Cowardly Assault.

We have learned from a number of friends that at the secret session, held as a prelude to the recent union meeting in Chicago, the chronic kickers held high carnival. They inquired of Galesburg people whether the editor of the JOURNAL would be present, and learning that he could not they immediately prepared to "do him up." The dastardly work of assaulting a man who was utterly helpless by being absent was divided among the three or four chronics present and the show began. Men from all parts of the country were there, and the kickers evidently calculated that since the editor was not personally known to them and being absent could not defend himself, the lies they could recite would be borne far and wide before they could be contradicted. The coward who was allotted the business of making a personal attack on our character stated that he was reliably informed that while we resided in Denver, No. 30 was obliged to support us; that we were known as a dependency and dead-beat hanging about the Lindell Hotel, begging occasionally the services of the hotel barber; and that No. 30 elected us delegate to the St. Paul convention hoping that we would never return to Denver.

Had not the report came to us from true and trusted friends we should think that it was all a mistake or an ill-devised practical joke. It does not seem possible that any man, coward and scoundrel though he be, would be guilty of a falsehood so utterly without foundation and so absolutely infamous. We hesitate to even notice such a thing, and but for the fact of being a total stranger to a great many who were present,

would not notice it at all. We appeal to the one hundred members of No. 30 to say if there is one particle of truth in the charges. We never so much as drew one cent from the treasury for any purpose, although twice entitled to the disabled benefit, or ever borrowed a penny from any member, or ever accepted any assistance of any kind in any manner whatever. On the contrary we incurred little expenses in lodge work for which no bill was ever presented, and have advanced money to lodge committees for expenses until the lodge could meet. As to the silly story about the Lindell, we were never in that hotel to eat a single meal, and never for any purpose but brief business visits, principally to see brothers who were on the sick list and who needed attention.

Unfortunately for the schemes and hopes of the kickers who made this shameful attack at Chicago, there was a Denver man present who promptly got to his feet and declared that when his family was sick we had loaned him money and given assistance. Of course that didn't look much like the act of a dead-beat, but the chronic kickers were not discouraged, and the first speaker was relieved by others who proceeded to jump onto the JOURNAL with both feet and tell the audience why it was a very bad book. The criticisms were of the same silly, ridiculous character as the personal attack: It was very wrong for the editor to strike back so hard at the kickers who send kicks for publication. It is all right, of course, for the editor to be handled without gloves, but it's awful that he should dare "abuse" the "fearless" men who kick. It is also very much out of place to have published the portraits of Mrs. Barry and Mr. Gompers. Why? Oh, it's "catering" to the Knights of Labor and the American Federation! They want a "B. R. T. organ," these patriotic gentlemen. As though an editor must not publish anything outside of Brotherhood facts and figures! As though news relating to everything else was to be suppressed! As though the other labor organizations were our mortal enemies! As though the proper thing is to run a magazine in the rut of prejudice and bigotry, in the narrowest possible gutter of intolerance—in short, in a rut so infinitesimally narrow that it would fit the intellect of a chronic kicker.

Every member of the Brotherhood has an undeniable right to criticise the JOURNAL. But in the name of common decency let it not be done with a coward's method. For three months there has been a department in the JOURNAL for the sole purpose of debating questions touching the welfare of the order, and there is no longer the shadow of an excuse for assaulting a man where he has no chance to defend himself. The attack on the JOURNAL in the absence of the editor was bad enough, but what must be said of the personal assault upon a man's character? Can a human being be guilty of anything so debasing, so sneaking and so cowardly, as to strike with the weapon of slander a man who is helpless to resist? There is but one way for the man who made that cowardly assault to prove that he is not guilty of wilful and intentional calumny, and that is to furnish the names and addresses of the persons who gave him such information. Such infamous falsehoods shall not go unnoticed nor the slanders unpunished.

Since writing the above the following came from No. 30 in response to inquiry on the subject:

DENVER, COLO., June 14. 1890.

L. W. ROGERS, Esq.,

Dear Sir and Bro.:—Your favor of the 2d inst. was read in open lodge at two meetings, but none of the brothers know who the man can be who gave Bro. J. such news as you have heard. Best wishes of No. 30 for your success.

Yours in B. L.

J. W. ALTER, Sec'y No. 30.

The Following is a Statement of Claims Paid in the Month
of May, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
818	Hiram Eicke	Wilkes Barre, Pa.	\$ 1,000 00
819	Pat'k McGarvan	Montreal, Quebec.	1,000 00
820	Martin Fahey	Utica, N. Y.	1,000 00
821	L. J. Gage	Bucyrus, Ohio	1,000 00
822	Wm. Dunn	New Albany, Ind.	1,000 00
823	Fred Saathoff	E. Las Vegas, N. M.	1,000 00
824	C. R. Bourdette	Gunnison, Col.	1,000 00
825	C. H. Fisher	La Grande, Ore.	1,000 00
826	Pat'k McCarthy	Rome, N. Y.	1,000 00
827	Miss Ermina L. Harvey	Mattoon, Ill.	1,000 00
828	Mrs. May Warren	Huntingburg, Ind.	1,000 00
829	Mrs. S. W. Lindsay	Minneapolis, Minn.	1,000 00
830	Mrs. Julia Costello	Blue Grass, Ind.	1,000 00
831	Wm. J. Snook	Binghampton, N. Y.	1,000 00
832	Mrs. Rose Cameron	Port Huron, Mich.	1,000 00
833	Mrs. Mary A. Montgomery	Logan, Ohio	1,000 00
834	Mrs. Josephine Enright	Owosso, Mich.	1,000 00
835	Mrs. Pat'k O'Brien	Blonburg, Pa.	1,000 00
836	Jno. F. Hoar	Worcester, Mass.	1,000 00
837	Mrs. E. J. Young	Toledo, Ohio	1,000 00
838	Mrs. M. Cordray	Mt. Maria, Ind.	1,000 00
839	Emily F. Morris	Wilmington, Del.	1,000 00
840	A. A. Robertson	Newark, Ohio	1,000 00
841	James Barrey	Ottawa, Ill.	1,000 00
842	L. E. Merritt	Corydon, Iowa	1,000 00
843	Mamie and Lizzie Cells	New York, N. Y.	1,000 00
844	Frank H. Leyde	Youngstown, Ohio	1,000 00
845	Mrs. Lizzie Harmon	Columbia, Pa.	1,000 00
846	Joshua Booz	Philadelphia, Pa.	1,000 00
Total.			\$29,000 00
Amount in Beneficiary Fund May 1st, 1890			\$ 3,731 06
Amount received during month of May, 1890.			27,717 00
Total.			\$31,448 06
Amount paid in Claims during month of May, 1890.			29,000 00
Amount in Treasury in Beneficiary Fund June 1st, 1890.			\$ 2,448 05

Expulsions and Suspensions

REPORTED TO JUNE 25TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues:

Lodge No.	Lodge No.
12 J. E. Potter. [†]	21 John Phenesie.—
66 T. S. Gillmore. [†]	205 W. C. Walker. [†]
230 Geo. Kertz. [*]	227 A. Maxwell. [†]
344 Wm. H. Bottorf. [†]	

+ Fraudring.

* General principles.

◦ Violation of obligation.

— Unbecoming conduct.

| Dead-beat.

SUSPENSIONS.

123 R. J. Satterfield,	30 days; drunkenness.
311 W. H. McCarty,	60 days; unbecoming conduct.

Information Wanted.

Anyone knowing the whereabouts of a young man by the name of Robert Elmer Lemon, and will convey the same to his parents at Springfield, Ohio, will confer a great favor. R. E. Lemon is about 27 years old, fair complexion, light hair, and about six feet high. When heard from four years ago, he was employed on the Kansas City, Springfield & Memphis R. R.

in Missouri. Please send any information that may lead to his whereabouts to J. F. LEMON, 234 South Factory St., Springfield, Ohio. 6-90-3t

Acknowledgments.

We have letters of acknowledgement from the following parties: R. P. Campbell, Youngstown, Ohio, \$1,000 for total disability.

Jacob Blint, Reading, Pa., \$1,000 for total disability.

J. A. Noutell, Cleveland, Ohio, \$1,000 for total disability.

Mrs. Eda A. Howe, Whitehall, Wis., \$1,000.

David I. Bluck, Milwaukee, Wis., \$1,000 for total disability.

Wm. Dunn, New Albany, Ind., \$1,000 for total disability.

All of the above parties speak in high terms of the promptness with which the claims were paid and the kindness of the members of the local lodges.

We have received a number of communications relating to the Peacock letter published in the May issue of the JOURNAL. As they are all upon one side of the question, and as it is desirable anyway to have as little of such discussion as possible, we think it best not to pursue the subject further. Our friends will please accept our sincere thanks for their letters and good will, and this notice as an apology for excluding them from publication.

* Grand * Lodge *

—(OF THE)—

Brotherhood of Railroad Trainmen.

OFFICE OF GRAND SECRETARY AND TREASURER,

GALESBURG, ILL., July 1st, 1890.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that the following Claims will be paid without Assessment, and that there will be no Assessment issued for the month of July, 1890:

NAME.	No. of Lodge	CLAIM.	DATE.	CAUSE.
846.. D. C. Booz	160	Death	Mar. 28 1889	Bilious colic.....
847.. G. M. Church	27	Disability ..	June 29	Right hand mashed coupling cars.....
848.. G. W. Nelson	75	Disability ..	Aug. 31 1890	Lost left arm coupling cars.....
849.. D. H. Came	35	Disability ..	Feb. 20	Left hand mashed coupling cars.....
850.. W. J. Kinkead	315	Disability ..	Mar. 11	Lost right arm cutting air hose.....
851.. Z. Marcy	80	Death	Mar. 17	Pneumonia.....
852.. D. L. Moore	4	Disability ..	Mar. 19	Right hand mashed coupling cars.....
853.. R. B. Meanor	169	Disability ..	Mar. 22	Fell from engine, left leg cut off.....
854.. Wm. Lee	94	Death	Apr. 4	Fell from train, instantly killed.....
855.. M. M. Lowery	316	Disability ..	Apr. 6	Lost right arm coupling cars.....
856.. Frank Horn	235	Disability ..	Apr. 10	Left arm cut off switching.....
857.. Alexander Garrick	325	Disability ..	Apr. 11	Fell from train, right leg cut off.....
858.. L. A. Rafter	146	Death	Apr. 11	Killed coupling.....
859.. Chas. Davis	304	Death	Apr. 12	Heart disease.....
860.. Edward Moyles	95	Disability ..	Apr. 16	Right arm mashed coupling cars.....
861.. Lee Bates	77	Death	Apr. 20	Fell from train, died from injuries.....
862.. G. B. Warner	150	Death	Apr. 21	Left leg cut off switching.....
863.. Peter Conley	244	Disability ..	Apr. 22	Fell between cars, both legs cut off.....
864.. Lafayette Brown	222	Death	Apr. 22	Instantly killed coupling cars.....
866.. Wm. Keegan	119	Disability ..	Apr.	Lost right arm coupling cars.....

Fraternally Yours,




GRAND SECRETARY AND TREASURER.

THE
Railroad Trainmen's Journal.

Vol. VII.

AUGUST, 1890.

{ NEW SERIES No. 5.
OLD SERIES No. 78.



E. E. CLARK,
Grand Chief Conductor, O. R. C.

(See Sketch on next page.)

E. E. CLARK.

Edgar E. Clark, the new Grand Chief of the Order of Railway Conductors, is a native of New York. He spent his boyhood in Lima, and received his school training at the Genesee Wesleyan Seminary. He began his railroad career as a brakeman on the B., C. R. & N., and afterwards entered the service of the D. & R. G. and Central Pacific, where he was running a train when elected to his present position.

Kentucky Courage.

Deeds of Valor in Early Days.

A few months ago, says the Washington Post, when the bloody and tragic encounter in Lexington, Ky., between Col. William Cassius Goodloe and Col. Armstead M. Swope thrilled and shocked the country from one end to the other, Mr. Murray Halstead, writing editorially in the Cincinnati Commercial Gazette, stated that there seemed to be something in the very climate and atmosphere, as well as in the traditions of Kentucky, which called for the adjustment of difficulties and misunderstandings between the men of that State by the wager of battle.

Unfortunately, this is true, and the fact extends far back beyond the time when the first white man visited Kentucky. For many years it had been a common hunting ground for various tribes of Indians, and, as a common hunting ground, it had also become their common battle ground. The soil of old "Kentuckee" (as they called it) had been so plentifully laved with the blood of their braves for untold years that even the rude Indians, with a correct though untutored imagery, had christened this land, baptized with rivers of their blood, "the dark and bloody ground" long before a white man had ever seen it.

To the student of such lore the early history of Kentucky, much of

which is unwritten, is especially interesting. It is generally tragic, but is far from being without its humorous and comical sides. Humphrey Marshall, whose duel with Henry Clay has been described, once broke up a hostile meeting in quite an unexpected manner. In 1793 his cousin, Maj. James Markham Marshall (a brother of Chief Justice Marshall), had a discussion in the public prints with Mr. James Brown, which grew out of some charges made by Mr. Marshall that Mr. James Brown's brother, Hon. John Brown, was, or had been, deeply implicated with Wilkinson, Sebastian and others in the Spanish conspiracy.

A duel grew out of this, one of the terms of which was that no person except the principals and their seconds should be present at the meeting. Humphrey Marshall, however, desiring to witness the affair, allowed his curiosity to get the better of his discretion, and he posted off to the dueling ground, near which he concealed himself behind a large log, from which "coign of vantage" he might have a good view of the proceedings.

He always carried a long staff or stick, and this he placed across the top of the log. The duelists reached the ground, and the preliminaries had been arranged, when Humphrey Marshall was discovered in his retreat. Mr. Brown then refused to fight, on the plea that "Old Humphrey Marshall" was in ambush on the field with a gun trained from a dead rest to assassinate him in case he should kill his opponent. The affair ended thus without an exchange of shots.

About this time, generally speaking, there grew out of this same fruitful source of contention, the "Spanish conspiracy," an affair which was probably the most peculiar thing in the way of a duel that ever occurred anywhere. It was between

Dr. Lewis Marshall, the younger brother of Chief Justice Marshall, and a gentleman we shall call Bradley. Dr. Marshall, like all his name, was a man of great courage, and, in addition, was a dead shot, and was equally as expert with the sword as with the pistol.

He was an old practitioner upon the field of honor, having had many duels, both in this country and in Europe, and always leaving his opponent dead or disabled upon the field. Mr. Bradley was also a man of courage, but of an excitable and nervous temperament, and his affair with Dr. Marshall was his first experience under the code. The weapons chosen for this affair were pistols, and after the word either man could fire at discretion. On the ground Mr. Bradley showed himself nervous and excited, and when the word was given—probably with the idea that the best way for a green hand to fight an experienced duelist, and a dead shot at that, was to “get the drop” on him—he blazed away at once, and, of course, missed his antagonist. Dr. Marshall had fixed his eye on Bradley in the beginning, and as soon as they had taken their positions, marked his extreme agitation. After receiving Bradley’s fire, Dr. Marshall coolly raised his pistol, deliberately shut one eye and squinted along the barrel with the other. He took slow and full aim, and held Bradley covered for half a minute. Then he lowered his pistol to his side and asked his second for a plug of tobacco, saying that he “wanted a chew before killing the d—— fool.”

At this Bradley became transported with rage. Tearing open his coat, he shouted to Dr. Marshall to “fire.” The Doctor, having refreshed himself with a chew of tobacco, again went through the same deliberate performance of taking aim, then lowered his pistol, took out his hand-

kerchief, and remarking that he had forgotten to blow his nose, blew it. By this time Bradley was beside himself with rage and uncertainty, and fairly yelled for his antagonist to fire. Dr. Marshall for the third time took deliberate aim at him, and then lowered his pistol and said that he “would not fire at the d——d fool unless he would have his pistol re-loaded and take another shot.” The seconds then interposed, and the duel, if such it could be called, ended.

Dr. Louis Marshall, who had been a student at the University of Edinburgh, in Scotland, afterward went to Paris and attended the university there. He was one of those who led the attack upon the Bastile, and was afterward arrested by order of Robespierre, and was saved from the guillotine only by the strenuous efforts of powerful friends. During his stay in Scotland and France he fought many duels, always without serious injury to himself and with damage to his opponent.

One other affair that Dr. Marshall had in Kentucky was with a man named Sites. Mr. Sites took offense at some publication Dr. Marshall had made. Arming himself with a pistol and a rawhide, he came upon the Doctor while the latter was smoking a cigar and reading a newspaper, and had his feet cocked up higher than his head against a tree-box in front of a hotel in Versailles, Ky. With his pistol drawn in one hand, he commenced to cowhide Dr. Marshall with the other.

Dr. Marshall never took his cigar from his mouth, nor ceased puffing, nor lifted his eyes from his paper, until Sites ceased his blows. Then, looking at Sites over his shoulder, and brushing the ashes from his cigar with one finger, he asked, “Are you quite through?” Mr. Sites answered that he was, and Dr. Marshall replied, “Very well; you will

hear from me before long;" and kept on reading and smoking. When he had finished his cigar and newspaper he got up, sent a runner to Frankfort for Col. Joseph Hamilton Daviess, sent Sites a peremptory challenge that night, and shot him through the body in a duel next morning before breakfast, inflicting a wound from which Mr. Sites shortly afterward died.

Hon. Thomas F. Marshall, who at one time represented the "Ashland" district of Kentucky in Congress, and who was undoubtedly the most finished and gifted orator of his day, was the son of Dr. Louis Marshall. His oration upon the life and public services of Richard H. Mene-fee must ever rank with the first of the classics. "Tom" Marshall, as Kentuckians loved to call him, was a variable and eccentric genius, and he, after the manner of the times and State, practiced under the code, and his "affairs" were numerous.

He had a duel with Hon. John Rowan, of Bardstown, a Kentucky statesman of national reputation, and a dead shot as well, in which Mr. Rowan, "calling his shot," as they say in billiards, hit him in the leg within half an inch of the spot which he had indicated as the place he had intended to hit. Mr. Marshall's next duel was with Col. James Watson Webb, editor of the New York Courier and Enquirer, in 1842. Mr. Marshall was engaged by that notorious forger and magnificent rascal, Monroe Edwards, to defend him in his trial in New York, and Webb severely criticised the conduct of Marshall in so doing, as he was then a member of Congress.

Marshall, in his speech before the jury, retorted upon Webb in that bitter style of invective of which he was the master. This led to a duel, and Marshall shot Webb in the knee, laming him for life. He also met Gen. James M. Jackson, of Lexing-

ton, Ky., on the field of honor in Mexico, during the Mexican war, both gentlemen being officers in the same regiment of Kentucky volunteers. This event, however, was a bloodless one. Gen. Jackson was killed at the battle of Perryville during the late war.

Hon. Thomas F. Marshall had one other "unpleasantness" during the Mexican war with still another officer of his own regiment—Gen. Cassius M. Clay—who is still living, full of years and full of honors. Trouble had been brewing between the two men for some time. Mr. Clay, as he says himself in his autobiography, spent nearly all his leisure time while in camp sharpening and polishing his sword. This fact led Marshall to refer to Clay's sword as "the sharpened blade of an assassin."

One day, while the regiment was encamped on the banks on the river, Mr. Clay and Mr. Marshall met and had some words, which gradually grew more and more heated, until finally Mr. Clay, becoming exasperated, lugged out his sharpened blade and made a terrific onslaught on Mr. Marshall. The latter, "taken all of a heap," as it were, turned and fled for dear life, Clay following at his heels and brandishing his formidable blade. The bank of the river was soon reached, and Mr. Marshall, making choice of two evils, incontinently plunged into the water and came near drowning, but was rescued by some of the soldiers. As he stood dripping upon the bank he suddenly said, with inimitable wit: "At any rate old Cash can't say that I called out, 'Help me, Cassius, or I sink!'"

The life of Cassius M. Clay is almost equal to a romance, checkered, as it has been, by the shifting light and shades of fortune. He more than once made appointments to speak in favor of emancipation, and

fearlessly went to fill them, although fully apprised that plots and conspiracies had been laid to assassinate him if he should do so. He was an utter stranger to fear. Once, while making a speech from a table set in the streets of the little village of Taxtown, near his home, a man named Turner, who was standing by the table in front of him, pretended to take offense at some statement made by Mr. Clay and cried out, "Now, Cash, that is a lie, and you know it!" Instantly Mr. Clay threw his hand over his shoulder, and, drawing a large bowie knife from beneath the back of his coat, jumped from the table, slashing Turner with a tremendous cut as he descended. Turner fell weltering in his gore, and some unknown man in the thick crowd stabbed Mr. Clay in the back, inflicting a wound from which he recovered only after a long confinement, and from which he still occasionally suffers. Wounded as he was, he fought his way through the crowd to a house near by, where he was cared for. Mr. Turner was carried to another room in the same house, where he died, after the lapse of some hours. Before dying he effected a reconciliation with Mr. Clay, and asked to be forgiven for what he had done. He made an ante-mortem statement to the effect that a plot had been laid to aggravate Mr. Clay to make an assault and then to assassinate him, and that he, in accordance with the plot, had attempted to provoke Mr. Clay. He asked that the law should hold Mr. Clay guiltless in the matter, and guiltless he was held accordingly.

Upon another occasion, while Mr. Clay was speaking at Russell's Cave, near Lexington, he was set upon by a gang of men, who were headed by a brave and desperate man named Brown. Mr. Clay boldly engaged them all, cutting right and left with his trusty bowie knife with a

hearty good will, and perfectly undismayed by the overwhelming numbers who beset him.

Brown's allies soon became dismayed and retreated, leaving him to engage Mr. Clay by himself. Brown himself, however, was good game, and fought desperately as long as he could stand. Finally, when slashed almost into shoe-strings, he fell, and the fight ended. Brown died some time afterward, but before he died, disgusted with the pusillanimity of his comrades, he, too, made a clean breast of it and revealed the facts of the plot which had been laid for Mr. Clay's death.

Historical Locomotives—The Grass-hoppers.

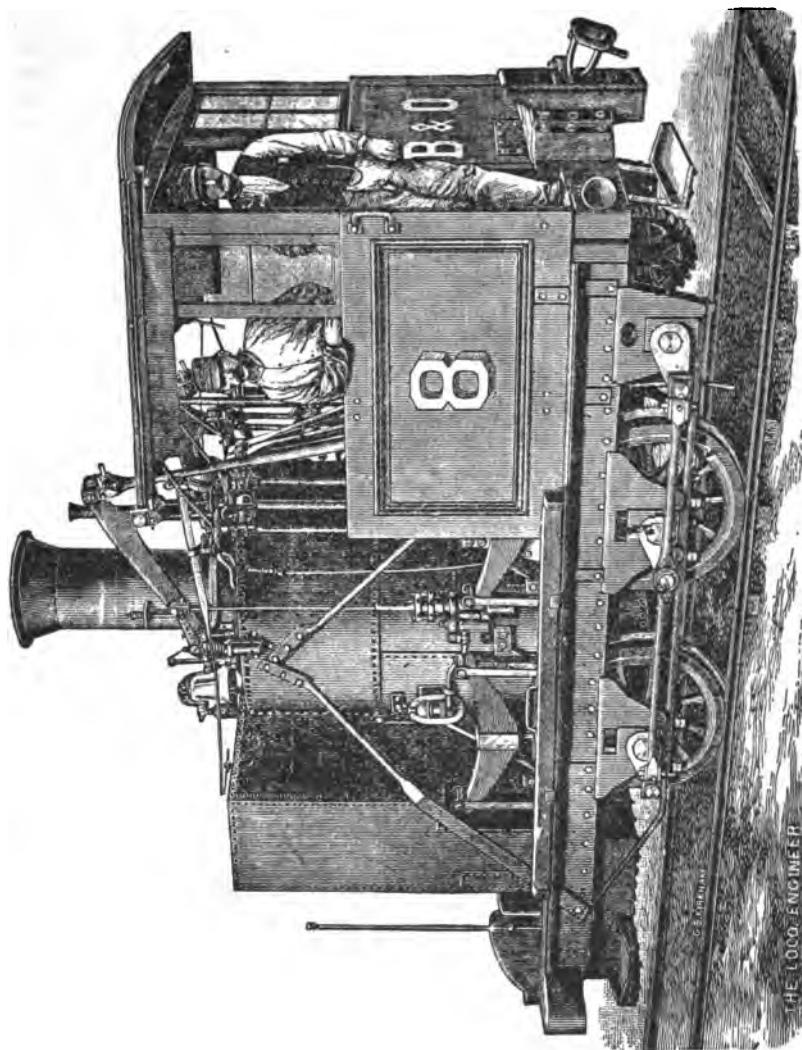
(Locomotive Engineer.)

There are very few railroad men who have not heard of the famous "Grrsshopper" locomotives of the Baltimore & Ohio Railroad, but few of them have ever seen one. They have, however, been in use longer than any other locomotives ever built—some of them having been in the service more than fifty years—and still pegging away.

The B. & O offered a prize, in 1831, of \$4,000 for the most approved engine to be delivered before June 1st, 1831, and \$3,500 for the next best. The specification read as follows:

"The engine, when in operation, must not exceed three and a half tons weight, and must on a level road, be capable of drawing day by day fifteen tons, inclusive of the weight of the wagons, fifteen miles per hour.

The firm of Davis & Gartner, York, Pa., furnished for this trial the first "Grasshopper" locomotive, named the "York." It was designed by Phineas Davis, a watchmaker by trade. As you will see, the upright cylinders were placed close to the boiler, and the cross-head



HISTORICAL LOCOMOTIVES—THE GRASSHOPPERS. (See Page 455.)

THE LOCO-ENGINEER

was connected to the walking-beam by double connecting rods, and from the ends of the beams rods were connected to cranks on the crank-shaft, and the power transmitted from that to the drives by connecting rods. The walking-beams were hinged on top of the boiler, and their peculiar motion—resembling the motion of the rear legs of a grasshopper—gave them their name; men on the road used to call their running “walking.” The original Grasshoppers had a rotary fan to urge the fire, and the exhaust was into the atmosphere.

This picture was made from a photograph taken about five years ago in the yard at Wilmington, Del., and now in the possession of Wm. Wright, general foreman of the P. W. & B. shops there. It shows just how the grasshoppers of to-day look—for there are quite a number of them still at work; the above subject herself still switches at Mount Clare shops, near Baltimore.

Federation.

I feel extremely grateful to the editor of the JOURNAL for not only giving me the opportunity but also for the generous manner in which he assisted in placing me right before its readers, and while I deeply regret the occasion, I appreciate his manly part in its satisfactory settlement and conclusion.

Nothing in my opinion can, at present, advance the cause of federation, as will a calm dispassionate discussion of its claims to the consideration of organized labor in general, and railway organizations in particular, leading to its establishment wherever its practical application can be adopted.

Federation is one of those questions that wax strong and healthy under the fire of controversy. A plant that grows to a rich maturity in the sunlight of investigation, and

wanes and withers in the darkness of ignorance and prejudice. Its importance can only be measured when it is fully understood, and the relation of its details to the several organizations is comprehended.

I have in a former communication briefly outlined the fundamental principles upon which it is based. I now desire to refer to them in passing that I may be better understood and also for my own guidance in avoiding superfluity and repetition, then we shall consider its operation and the method by which it is to be applied, so that when its construction is complete it may be known and recognized.

There is no sophistry in the philosophy of federation, it is clear cut and goes direct to the point of weakness in labor organizations—want of harmony, lack of sympathy and the necessity of united action when occasion requires. To obtain the last the first two must be secured. The immense volume of the Mississippi that sweeps past New Orleans, did not spring into existence at the threshold of that city. It became great, powerful and useful by the innumerable little streams that come dripping from our mountains, each adding its atom that in the aggregate makes up the mighty whole. Of themselves these streams are comparatively insignificant; not one could unaided reach the sea alone, but in their union what a power. Withdraw the homage of these tributaries and the commerce of the Mississippi is destroyed, because without them there would be no Mississippi. I trust the allegory is understood. So it is with our national government, each state has assisted in creating the federation; by them it was created, not of itself. The States, without losing their identity, or sacrificing any of their rights, prerogatives, force or character, are made still more powerful by the bond of union.

If you attack one you attack them all. Reproaching some of the States for narrow-minded selfishness during the war for independence, Washington writes: "If each State were to prepare for its own defense independent of each other, they would be conquered, one by one. Our success must depend," he continues, "on a firm union and a strict adherence to the general plan." Again in urging the levy and equipment of troops from the different States, he writes: "Nothing but the united efforts of every State in America can save us from disgrace, and probably from ruin." (Irving's Washington, vol. 3, p. 28). The force of this truth on every man that toils for a living needs no comment. As it is with the States so it should be with the several organizations entering federation.

That this alliance may be enduring, the men that make it possible, must be first brought together in the localities where they reside, at the scenes of their labors, where they live, move and have their being, and where from one or other of these localities will originate every grievance or misunderstanding that seeks adjustment; thus creating that sympathy and harmony of feeling so essential to the safety of its existence. When federation is there secured then there will be little difficulty in the establishment of the general board. Otherwise there are grave doubts, that in the event of serious trouble, we have the pushing, warm, enthusiastic support of the rank and file whose knowledge of its existence is of a vague indefinite sort, in fact, it has been said, and I think there is a cause and some reason for the conclusion, that there are thousands of men in the railway train and engine service who know little or nothing of federation or of its importance to their interests; then how can it be expected that they can ever learn,

when their knowledge only comes in a general way. To perfect a whole, each of its component parts must be perfect, if the details are defective, the whole is defective. The method by which every labor organization in the country is constructed, is intelligible and easily understood. Every lodge is a local federation, and from and by their duly elected representatives, is created the grand lodge; so it should be in organizing the general board of federation.

This mingling, this association of the members of the different organizations at different points, and at designated times for a common purpose, is a most important feature for the success of federation. Many a petty grievance or misunderstanding can be definitely and satisfactorily settled at these points by the local federated board before these troubles have had time to become complicated. It would relieve the general board from many annoyances, thereby widening their opportunities for the general good, so that when their attention would be directed to the settlement of a difficulty they would not be harassed by the many petty grievances that had arisen, and that in all probability could have been disposed of by the local board; in fact the general board cannot possibly attend to all these minor affairs. This coming together, touching and clashing of ideas, widens our views and destroys our prejudices; it is a school that has proved of great benefit where it now exists and has been in practice for some years. It is the very salt of federation.

That federation may be established upon a basis of security, and established quickly but not hastily, a call should be issued, convening the three highest officers of each organization, and of not less than one representative, if practical, from each system of railroads, for the purpose of sub-

mitting a plan of federation for the consideration of the conventions of the several organizations.

In the meantime, that is, from the adjournment of their labors to the meeting of the conventions, the plan they shall adopt, shall be adhered to. This seems a reasonable proposition and one that I think would meet with general approbation, nor am I alone in this opinion.

W. F. HYNES.

The article above by Mr. Hynes contains very little that would not be promptly endorsed by every advocate of national federation. That little may be found in the latter part of the article. "That Federation may be established upon a basis of security, and established quickly but not hastily, a call should be issued convening the three highest officers of each organization and of not less than one representative, etc." It will be seen from this that Mr. Hynes takes the ground that federation is not with us, but ahead of us; in other words, he ignores the fact that the very thing he proposes, or almost the same thing, was carried into effect nearly two years ago. The organizations sent duly elected delegates, who consisted of their grand officers, to a meeting held in Chicago for the express purpose of forming a federation of the railway employes. These delegates were clothed with power to represent their orders as fully as are the delegates sent to a convention empowered to represent their lodges. These delegates assembled as arranged and consummated the federation. All that now remains to be done is for each organization to suggest such improvements to the

general plan as experience shows may be beneficial.

Mr. Hynes says that many petty grievances can be satisfactorily adjusted in the locality where they originate, without being handed to a higher tribunal for adjustment, and that thereby the higher tribunal will not be over-burdened with small affairs, to which they cannot possibly give their attention. This very point is fully covered by the constitution of the United Orders of Railway Employes. The last meeting of the Supreme Council ordered printed a sufficient quantity of constitutions to place one in the hands of every member of the four organizations. In these constitutions it is very clearly explained how all grievances must take their regular course, and it can be seen at a glance that no grievance can possibly reach the Supreme Council unless it shall possess some vital principle worthy of consideration. In fact, under the constitution that was adopted by the Supreme Council, the disputed point between employes and a company will take almost the same course as a cause at law between plaintiff and defendant. There is no more danger that the Supreme Council will be annoyed with petty cases than there is that the Supreme Court will be annoyed by cases that should have been disposed of by a justice of the peace.

Mr. Hynes also advances the argument that the plan of federation he advocates would be the cause of acquainting the rank and file more thoroughly with the work of federation and argues that there is cause

and some reason for the conclusion that there are thousands of men in the train and engine service who know little or nothing of federation or its importance to their interests. This is partially true, for the reason that they have not yet had time to become acquainted with it. But three cases, so far, have come under the jurisdiction of the Supreme Council, and those quite recently. The successful settlement of each of these by the Supreme Council is the first object lesson that the United Orders of Railway Employes have had to demonstrate the efficacy of federation. The constitutions to be placed in their hands will certainly make them as familiar with the practical workings of federation as the constitution of their respective orders will make them familiar with the every day operation of the organization to which they belong. We cannot expect that a new and untried thing will be generally understood at the very threshold of its existence.

Of course, no advocate of the present system of federation wishes to be understood as taking the position that the present plan is incapable of improvement. So far there has scarcely been an opportunity to put its machinery in operation, and no one should expect that it will work without a jar and run as though it had been in use for years. There will be considerable friction to overcome, and in the nature of things it must be some time before it is in excellent working condition. Everything considered, however, the body of representative men who drew up

the present plan performed their work in a rarely able manner and furnished evidence of the fact that their long and successful careers in the management of the affairs of the organizations they represented thoroughly qualified them to successfully execute the task to which they had been assigned.

A Colorado Philosopher.

He stood by the fence of a mountain ranch,
A pitiful, sad-eyed burro :
There wasn't an edible leaf or branch
And the alkali ground
For miles around
Had never a sign of furrow.
"Ah, me!" he sighed, "I am sad it's so,
But life is an endless tussle ;
They have let me go in the storm and snow
For they know I am used to rustle!"

"I can go a day on a sardine can
And two on a scrap of leather ;
I have lived a week on a Chinese fan
And it's even plain
That I sometimes gain
On only a change of weather.
The lazy ones feed—on hay—indeed
But I who have nerve and muscle—
They say, "He'll do ; he will worry through :
He's a wonderful brute to rustle."

O, sorrowful burro! Thin and sad!
I feel to you like a brother!
With the human race it is just as bad ;
For the tramp and shirk
Must escape from work
By the bountiful sweat of another.
There are some that stand with glove in hand
In the infinite toll and bustle ;
They sing and play, but they've lots of hay—
They never have learned to rustle!

—*The Cosmopolitan.*

NO MAN can afford to set his chronometer by anything except the sun.—*Beecher.*

EVERY human being must put up with the coldest civility, who has neither the charms of youth nor the wisdom of age.—*Sidney Smith.*

THERE is light enough for those whose sincere wish is to see; and darkness enough to confound those of an opposite disposition.—*Pascal.*

Humor.

"A little nonsense now and then
Is relished by the wisest men."

A CHICAGO barber is worth \$125,000. This is said to show that silence is not always golden.

AN exchange speaks of the unexpected financial success of an amateur editor who made a fortune by writing a single editorial. His father read it and died of grief, leaving the young man \$180,000.

"Do you see any difference in Neighbor Pearce since he joined the church?" "Yes; formerly when he went to work in his garden on Sunday he carried his tools on his shoulder; now he carries them under his overcoat."

AN exchange says that Rain-in-the-Face, the great Sioux chieftain, has applied for a position on the police force of Bismarck, N. D., and that if he gets it he will change his name to Take-a-Nap-in-the-Middle-of-the-Night.

HUSBAND—"Wife, I wish you had been born with as good judgment as mine, but I fear you were not." Wife—"You are right. Our choice of partners for life convinces me that your judgment is much better than mine."—Exchange.

SOMETIMES people who wish to appear well versed in historical matters furnish excellent amusement by trying to prove it. A southern paper tells of an interesting interview between a reporter and a colored citizen, who was determined that his historical knowledge should be commensurate with his patriotism.

After some preliminary conversation the reporter asked, "Do you know what the Fourth of July is?"

"Who, me? In course I does. Hit's de openin' ob de watermillion season, an' de folks lays off a day ter git a good taste."

"Why do the colored people celebrate?"

"Cause de white folks does."

"Well, why did the white folks first start it?"

"Well, dat was 'fore my time. You

gwine back too fur fur me, boss. But I se hear 'em tell about it."

"How was it?"

"Well, if I se up on de Bible, hit wuz 'bout de time Moses wuz 'lected de fust President er dese United States."

"No, you are a little off there; it wasn't Moses."

"Well, what was de gemmen's name?"

"Don't you know it?"

"Course I knows it, but I can't 'member de name right now."

"Was it Abe Lincoln?"

"Yas, ser, he de man. My grandpap wuz wid him when he rid across de Chattahoochee Riber in de batteau, an' grandpap catched de bigges' catfish dat Mister Linkum eber seed, an' he gib him a silver dollar fur hit, an' my ole lady's got dey dollar now. Yas, ser, dat's de reason dey celebrated de Fofe."

In Spite of the Funny Man.

Theater hats aren't always high,

In spite of the funny man;

And hayseed chaps are sometimes fly,

In spite of the funny man.

Her father's dog's not always wild;

Sometimes you find a well-bred child;

And mothers-in-law are sometimes mild

In spite of the funny man.

Prohibitionists don't always yearn to drink,

In spite of the funny man;

And the dude occasionally thinks a think,

In spite of the funny man.

Chicago feet aren't huge at all;

The plumber's bill is sometimes small;

And messenger boys don't always crawl,

In spite of the funny man.

The poets don't have to live on air,

In spite of the funny man;

Those front-row men sometimes have hair,

In spite of the funny man.

Sometimes a brand new joke is sprung;

Sometimes the ballet-girl is young;

And sometimes wives are not all tongue,

In spite of the funny man.

Society girls at balls wear clothes,

In spite of the funny man;

Sometimes a man pays what he owes,

In spite of the funny man.

Sometimes the typewriter's plain in face;

Sometimes the church deacon's not at the race;

In fact, this world's quite a decent place,

In spite of the funny man.

—Gertrude Evans King, in *Puck*.

Woman's Department.

THE right of women to vote and enjoy all "civil, political and religious rights" has been in force in Wyoming for twenty years, and has been incorporated in the new constitution.

ELLA WHEELER WILCOX receives so many letters from amateur writers asking for advice that she has prepared a pamphlet which is mailed to the aspirants for literary honors, in lieu of a letter.

MISS BRADDON is but fifty-three years old, and has written fifty successful novels. She is a hard worker, and writes just so many pages each day. An extensive library is one of her possessions, and reading and riding are her chief pastimes.

A Real Chinese Bride.

One of the latest acquisitions to the Chinese Sunday school in this city is a Chinese woman. She is the wife of Jen Hon Yee. Jen Hon Yee is a Chinaman who has become pretty thoroughly Americanized. He has parted with his cue and wears clothes of a fashionable cut. But he draws the line at marrying an American wife. A wife he had to have, though, and so eleven months ago he packed his grip and, by easy stages, stopping at many places on the way, journeyed to the flowery kingdom. In Canton he met pretty Yon Kan Hoe, 18 years of age; they were married and returned to this country, arriving in St. Louis Friday morning. The bride, who is the only Chinese woman in the city, was at the Chinese Sunday school Sunday afternoon and sang some songs in a way that showed her to have some little knowledge of the Chinese language.

The thirty odd Chinamen present couldn't be induced to fix their attention on the lesson, so interesting was the face of their young country-woman to them. During the week she has been holding largely attended levees at the establishment of Sun, Yah, Sue & Co., Tenth and Locust streets, where the pair have taken up their residence, Jen Hon Yee being interested in the firm. The certificate of marriage, which is exhibited with some pride, recites that they were married at the Preston Memorial church, Canton, China, according to the rites and ceremonies of the Wesleyan Methodist church by William Birdie, missionary, in the presence of Kwan Loy, E. M. Butler and H. Noyes, and is properly certified by Charles Seymour, United States consul.—*St. Louis Globe-Democrat.*

Miss Alice McGee.

Ten years ago when Mrs. Stanton was delighting audiences with her eloquent lecture on "Our Girls," she always made a point of law. "Why should not young women be independent and self-supporting?" "And what possible objection," she would ask, "can there be to a woman sitting in her office and advising clients on difficult legal points?" Whether American women are acting on Mrs. Stanton's advice or not, it is certain that among them counselors at law are becoming plentiful, and may yet rival teaching as a profession for women. We present in this number the portrait of one of the latest aspirants for legal honors among the fair sex. Miss McGee, whose portrait was recently brought out by *Once a Week*, lives at Warren, Pa., where she has just entered on the practice of her profession.

Good Health and Success.

Adelina Patti, the *casta diva*, is a philosopher as well as an artiste. "Good looks, which are nothing more than perfect bodily health," she says, "are woman's stock in trade, while her talent, whatever it may be, is her capital. I have treasured both, but in doing so I had to forego many of the pleasures that the multitude of women enjoy. When I do not sing I go to bed as early as an infant, and I always sleep in a room without a fire. I have the window wide open, because I do not think it wise or safe to breathe again the same air. In getting fresh supplies for my lungs I frequently experience bodily discomfort. Then I rest, not momentarily, but whole days at a time. Our clothes and furniture are protected from wear by not using them. As I don't care to wear out I adopt the plan of a good housekeeper and save myself. I don't rock, I don't fret. I never read or allow people to tell me about the horrid or gruesome, for those things distress and worry me, which agitation can do nobody any good, and does me a great deal of injury. I not only believe but know for a certainty that women fret away their youth and beauty. Care is a disease of the mind and as insidious as any that preys upon the body. I have no home cares to bother me, and don't permit my friends to provide any. Mind, I like women and society, but one can pay very dearly for social intercourse and friendship." About the all-important subject of washes and lotions for the face the diva admitted that she had tried everything devised by art and suggested by nature for the preservation of her skin. "I'll tell you this much as



MISS ALICE McGEE,
COUNSELOR AT LAW.

an evidence of my caution. I have all my life regarded my complexion as a thing as delicate as a piece of satin. Instead of experimenting on my face I have tried the creams and balms recommended me on my arm and carefully watched the effect. If there was none I threw the stuff away as useless; if ill effect, I threw it away as injurious; if desirable I used it sparingly. My stand-by has always been cold cream made of white wax, with benzoin and a very little ottar of roses to remove the fatty odor. With this I clean my face, neck and hands and keep the skin smooth and moist. Traveling, one has all sorts of water, which I carefully avoid. If I can't get rain water or distilled water to wash in I use a dry cloth and the cream. Water or no water, though, I do not believe in washing myself to death. In the cars I keep my head and face veiled. On the sea I never wash my face; the air is enough and the best cosmetic in the world. At the table I eat to live. I have what I want, but I never want what I know to be unhealthy. Rare beef, fresh fruit and vegetables, bread and enough wine to keep me from choking make up my menu. I am very fond of coffee, but use it moderately. I am also fond of pastry and sweets, but never touch them. Success, if that is what you call my good health, I owe to fresh air, moderation and a quiet life."—*Echo*.

To Our American Girls.

To every girl, whose eyes these words may reach, I would say: Be kind to your own sex. Would that my voice could reach the farthest ends of the earth when I write: Women, why so unkind to each other? We see it every day, on the street pushing one another, in the stores rudely elbowing each other out of the way, in the cars refusing to move so as to try to make room for some unfortunate woman standing.

In my business life, I spend many moments in both the surface and the elevated cars, and not a day passes that I am not actually made heartsick at woman's indifference and cruelty to woman. A tired, delicate, or old lady will get in a car comfortably filled with women, and not one even attempts to move closer to make more room. If the stander requests such an action, the black looks, shrugging shoulders and muttered complaints make her wish she was a hundred miles away. If we expect men to stand up for us, why

not show the considerate example of trying to help our own sex first?

In social life, a careless word often mars the whole life of a young girl. therefore, who wishes to be the one to cast the first innuendo? Do you, can you do it and retain a spark of womanly kindness? What is the secret of this unkindness no one can tell; but many say it is jealousy, though we find unkindness shown in speaking ill of persons who have never given occasion for jealousy, or interfered with the speaker's comfort or prosperity. This must be a bit of the original sin left in women, and how much happier we would all be were it only eradicated. To be known as a woman who always speaks kindly of and acts kindly to other women, is to say: Here is a gracious, *womanly* woman, pure in heart, loving in nature and noble in character. Is not such a reputation worth winning?

Men look on this by-play with amusement and wonder, without endeavoring to solve the knotty problem. They do not give vent to such little unkindnesses toward each other or, as a rule, toward women. In fact, we women are too petty in our feelings and too glib with our tongues, where a man would be silent or tell the better part only. Not that they are walking angels or little tin gods on wheels; oh, no; but they are certainly more magnanimous than women. We are clamoring, or some of us, for "our rights." What are our rights, if not to be kindly, helpful women? Be kind, my dear girls, to each other, and it will be the noblest obedience to the Golden Rule.

—Ladies' Home Journal.

Noted Women.

A writer in a Detroit paper chats entertainingly about some of the distinguished women of the times: Louise Chandler Moulton, it is asserted, was an only child, and amused herself in making up stories and telling them to herself. In her fourteenth year she published her first poem, "Getting the Latin Lessons," in the Norwich Commercial Bulletin, and has since

become well known as a writer for the Atlantic, Harper's and other leading magazines. Her first book, "This, That and the Other," enjoyed a sale of 25,900 copies. Her second book, "Bed Time Stories," dedicated to her only daughter, Florence, was also received with great favor. She is the author of eight or ten books, all of which have met with a popular sale.

Miss Emily Faithfull is one of the women much interested in projects which have been formed from time to time of colonizing some of Britain's superfluous women in the western states and territories, and one of the objects of her proposed visit is said to be to look into the promise of such a scheme by examining personally the market for women's labor.

A score of years ago the name of Grace Greenwood was a household word. Her books were the childish companions of the men and women of to-day. Grace Greenwood is the *nom de plume* of Mrs. L. K. Lippincott. She is a grand-daughter of Jonathan Edwards, and a kinswoman of Aaron Burr, to whom she is said to bear a strong resemblance. As a girl she was distinguished as a romping miss. Horseback riding was her delight. That spirited and breezy poem, "The Horseback Ride," was composed in the saddle, and is a fair example of Grace Greenwood's style. The splendid health and knowledge and love of nature acquired in her girlhood have never been lost by her long residence in cities and her connection with fashionable society.

"Jennie June," the famous newspaper correspondent, is the daughter of a Mr. Cunningham, a noted English Unitarian. Her right name is Jennie Cunningham Croly. She came to this country when very young. She received her *nom de plume* when she was twelve years of age from a friend, who used to say she was "the Juniest child" he ever met. She is a blonde, of medium height and slender physique, and so quiet and gentle in her manner that no one would suspect her of being one of the representative literary women of the age. Her career as a journalist began with

her marriage. Her husband, David G. Croly, was a New York journalist. The most important of Mrs. Croly's literary productions are: "The Physical Life of Women," "Women in the Household," and "Women in Professions and Societies." Jennie June is a model housekeeper and a devoted mother. She has made many tours in Europe, writing illustrated letters to leading American newspapers.

Mrs. Stanton is described as tall, full-featured, white-curled and imposing. The richer the dress the more appropriate it seems to the woman. Her presence is such that she would be adorned, not overawed, by diamonds. Miss Anthony is slender, straight and spectacled. She wears plain dark silks, close bonnets, and combs her gray hair after the manner of her youth, down over the tips of her ears. She bears a much closer resemblance than Mrs. Stanton to the woman's rights woman sometimes caricatured on the stage. But the likeness is only external. She is quietness itself in voice and manner. Her face is thin, strong and intelligent, where Mrs. Stanton's is massive and dignified. In the many campaigns which the two have fought together, Mrs. Stanton has supplied the philosophy and the flights of rhetoric. Miss Anthony the facts and figures. Mrs. Stanton is undoubtedly the better writer, while Miss Anthony has the critical and executive faculties. Mrs. Stanton stands probably on the broader platform, but there is more of the pushing spirit of immediate advance in Miss Anthony.

Housekeeping and Homekeeping.

The woman who undertakes by her own unaided efforts to manage the complicated machinery of household labors, and at the same time attend to all those thousand and one little duties which are so essential in preserving the true "home" spirit, finds that she has a task before her which might well daunt the courage of a Hercules. But for a time she struggles on with true Herculean fortitude, wearing out body and brain in the constant endeavor to be everywhere and attend to everything. She is

ambitious to be called "a good house-keeper," yet her heart longingly turns to her music and books and the pleasures of society; and more than all else she is struggling for the time to spend as a companion at the home fireside, and to keep herself cheerful and bright and ready to give loving attention to the wants of those about her.

There *may* be one woman in a thousand who can accomplish all this, but she who has not a strong body and a stout heart will surely fail. Too often the mere drudgery of housework becomes of paramount importance, and the true "home" interest is crowded into the background. Now and then she will snatch a few moments from household duties and strive to interest herself in some study that was once most attractive, but her mind is too filled with petty troubles to enjoy the study, and the time soon comes when light fiction is taken up instead.

I sometimes think that the magazines and journals which are devoted entirely to household interests are partially to blame in making the mere manner of housework of so much importance to wives that their homes become little better than tread-mills, places in which their weary feet must day after day walk the changeless round of housework.

The mere fact that a woman is called a "perfect housekeeper" is usually sufficient to make me shun her acquaintance, for the picture brought before my mind by those two words is anything but a pleasant one.

I see a tall woman with thin features and sharp eyes—always on the watch for any fly which may be so unfortunate as to enter her domain. Her windows are shaded by curtains two or three deep to keep out the dust and prevent the carpet's fading. A guest is admitted in a manner which says plainly as words, "Come in quick before the flies get in," and instead of a smile or a kiss to greet her husband she gives a suspicious glance at his feet to see if, by chance, a particle of dirt is carried by them.

Who has not entered parlors where every

chair and table plainly shouted "Order!" and felt that to move your feet from a certain pattern in the carpet would be a grievous sin? With such surroundings the mind that could be broad and liberal in its views would be a phenomenon indeed.

Oh, my sisters, let us strive to keep our minds and interests from settling down to the small plane of the "how and why" of mere housework! This world is so large and time is so long and we are so insignificant in the great crowd of humanity living and to come; still, the Creator has placed us here in this beautiful world where, through ages past, he has been preparing all things for our comfort. Then what right have we to narrow our minds and close our hearts to fit the small interests of household labors? Let us try to realize that nothing is of importance save as it tends to make better and happier ourselves and those about us. Oh, the pity of living such a life that at its close our friends can find nothing better to say than that "She was a good housekeeper."

It is not good for us morally to be constantly associated with filth, therefore let us keep our homes clean and neat. Dyspepsia will sour the happiest disposition, so let us make our food wholesome. But the thing of greatest importance is to fill our homes so full of love and happiness that the genial atmosphere will be felt by the veriest stranger who crosses our threshold. Who can tell how far the influence of one true home goes toward making better and brighter the lives of those about us?

The incense of love cast on the altar of home sends its sweet breath upward and outward to purify and strengthen all whom it touches. Its fragrance will greet the weary father at the portals of his home and heal in his heart and brain the scars of the battle of life. It will drive wrinkles of care from the brow of the mother, and something of its sanctifying power will linger through life with the children of that home, keeping perfect their trust in God and their faith in man.

SISTER LU.

**THE RAILROAD
Trainmen's Journal.**

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, Editor and Manager.

AUGUST, 1890.

AN interesting and important meeting was that held in Denver, June 25th, for the express purpose of discussing federation and the means of extending it. Addresses were made by W. F. Hynes, E. V. Debs, G. W. Howard, Frank Sweeney and Thomas Neasham, all of whom are too well known in labor circles to require particular mention.

The Railway News-Reporter did itself proud in its write-up of the O. R. C. Rochester convention. It devotes eight pages to the subject and embellishes them with fifty portraits of new and old officers and prominent delegates. It is a creditable piece of newspaper enterprise and if the members of the organization don't boom its subscription list they are no judges of what they need—a progressive paper.

Now that the Order of Railway Conductors is in line with the other organizations and in touch and sympathy with progressive ideas, let the new era be hailed with genuine good will and the past be forgotten. The new executive represents the ideas that were never responsible for the troubles of the past and there is no good reason why the Order as it now stands should not be looked upon as a true and useful one to organized labor.

THE Railway News-Reporter remarks that system federation may not be acceptable to every one, but that it "works all right in this neck of woods." It is unquestionably true that where the *Railway News-Reporter* is located (on the Union Pacific system) local federation is a suc-

cess, and if there were no other section to be considered, there could be no possible reason why it should be in the slightest degree changed. In the absence of a scheme of national federation, it goes without saying that system federation is the next best thing to be had. But it must be clear that since we cannot have both system federation and national federation, that the former should gracefully yield. The greatest good to the greatest number is the thing that should always be kept in mind.

We call especial attention to an article of more than usual merit, which appears in the Woman's Department of this number, entitled "Housekeeping and Home-keeping." The picture of the "perfect housekeeper" is so true to life that it will call up forgotten experiences in the mind of every reader. The Woman's Department is not very extensive, but we have reason to believe that every paragraph is read with some degree of interest by the fifteen thousand ladies whose presence brightens the Brotherhood homes. Among them are very many entertaining writers, and we hope to hear from them more frequently.

The Railway Conductor for June 15th appears under the editorial charge of W. P. Daniels, pending the recovery of Editor Belknap, whose recent affliction unfortunately totally disabled him. The issue by Mr. Daniels is a bright, interesting number, with nine pages of editorial matter of more than ordinary merit. There is a snap and sparkle that indicates a courageous spirit, backed up by excellent use of good, vigorous English. Courage, even to aggressiveness, is the most valuable characteristic that can be found in the editor of a class journal; for unless he possesses it the very life will soon be trampled out of him and the publication he directs will amount to nothing.

THE wreck at Warrentown on the Wabash was the result of cheap labor in a telegraph office, and the Railway Tele-

grapher estimates that the result of employing a boy to do work that should have been done by a man is the loss of eight lives, besides the killing and crippling of twenty-five valuable horses and a damage of \$300,000 to railway property. The boy who was allowed to receive train orders wrote "fifty minutes" where he should have written "five minutes." It seems remarkable, considering the number of such accidents that have occurred in the past, that child labor in telegraph offices should not be entirely prohibited.

A BILL has been introduced in Congress to prohibit alien landlordism, and if it becomes a law no man may hereafter hold real estate in this country unless he is either a native or naturalized citizen. The very fact that such a law is considered necessary calls attention to a rather startling condition of affairs relative to foreign investments in the United States. One of Queen Victoria's subjects owns nearly 100,000 acres of Illinois farm land and has a system of rack rents which reduces his tenants to about the same condition as those of Ireland, and yields him a revenue of about \$200,000 per annum, which is regularly sent to Europe. It is estimated that the titled aristocracy of Europe holds, at the present time, deeds to more than 20,000,000 acres of land in the United States. A question worth inquiring into is where this tendency to buy up the country and establish miniature Irelands in the United States will stop, unless a law is enacted to prevent it.

A STRONGER argument for the equipment of trains by automatic couplers cannot be made than that furnished by the statistics of the killed and crippled railway employees. The report last year of the inter-state commerce commission shows that 20,028 employees were crippled in the railroad service; that the causes were coupling cars, falling from trains, overhead obstructions, collisions, derailments and several minor causes, and that coupling and uncoupling alone is responsible for 6,757, or in round numbers, one-third of the total.

Falling from trains is the next heaviest item, and the result is 2,011 cases. Overhead obstructions, which are chargeable almost wholly to either the carelessness of the company or its parsimoniousness, as illustrated in refusing to make proper improvements, resulted in 65 deaths and 565 injuries. And yet there are some people who think that an aggressive journal with spirit enough and strength enough to defend the organization it represents, is not a real necessity.

LAST spring a bill was introduced in the legislature of New Jersey for the benefit of laboring men, preventing corporations securing the written consent to retain any part of employees wages when due, under pretense of investing the same or establishing a fund for the relief or assistance of such workingmen, laborers or other employes when sick or otherwise disabled. The bill provided also for the punishment of those who violated it, and it was believed that the measure would meet with little opposition. In the House but one man voted against it—Eugene C. Cole. In the Senate Geo. T. Werts gave it his vote, and the laboring people should remember him. Mr. Frank Wynkoop, one of our subscribers, furnishes this list of those senators who voted against the measure: Henry M. Nevius, Seaman R. Fowler, Henry D. Winton, Walter S. Leaming, Peter D. Smith, George T. Cranmer, William H. Carter, John D. Rue, Geo. Pfeiffer, Robert Adrian, Jas. L. Miller, Jos. B. Roe, Lewis A. Thompson, Martin Wyckoff, Aug. F. Martin, Edward F. McDonald, Jno. Mallon, Moses K. Everitt, William Newall, Jno. J. Gardner.

There is but one way to secure favorable legislation, and that is to remember our enemies when they come up for re-election, and never forget our friends.

THE editors of the railway columns of the daily press constantly furnish amusing proof of their ignorance about railroad life. The editor of a railroad journal remarked recently that it would be an excellent idea for the managing editors of the dailies to

take the "railway editor" under some bridge and let him get used to the cars. But these people who attempt to write up railway affairs when they don't know the difference between a side-rod and the ash-hoe, and who refer to the smoke-stack as "the chimney," seldom succeed in getting further from the facts than the reporters who try to tell the public what occurs at a labor rally and who were in attendance. The *Daily News* devotes nearly a page to the union meeting held in Denver June 25, and refers to Mr. G. W. Howard as "Grand Chief Conductor of the Brotherhood of Railway Engineers." It calls Mr. W. F. Hynes "President of Lodge No. 77," and gravely informs the public that Mr. F. P. Sargent is "Grand Master of the Supreme Council."

This style of writing up a labor meeting is not peculiar to Denver, but is common throughout the country, and it is to be regretted that reporters can't learn enough about labor organizations to write of them with some degree of sanity. If, in writing up a political convention, the reporter should say that the Governor of the Cabinet called Mayor Harrison aside and introduced him to the President of Kentucky, the readers would think the reporter was unpardonably ignorant or gloriously drunk, and that the public was not getting very accurate information; but it would be just as reliable as a majority of the information they get about labor affairs.

AUSTIN CORBIN is no longer President of the Reading Railway, but it seems that the old spirit survives among the subordinate officials. The celebrated beard order, that raised such a storm of indignation not long since, was merely a feeler to determine the temper and spirit of resistance among the employes. Now that the storm has somewhat abated, the Reading officials are looking about for new fields to conquer. Until recently, members of the Trainmen's Brotherhood have never been disturbed by threats that they should leave either the Brotherhood or the service of the company. Recent developments,

however, make it impossible to disguise the fact that such is the intention of the company. Some of the employes who were interviewed by the Reading reporters declare that this is not even the beginning of the end, but that ultimately all employees will be required to withdraw from such organizations as the Odd Fellows, the Knights of Pythias, and the Red Men; and that sooner or later they will be required to withdraw from any churches that they may be members of and join a church erected at each division point by the company, the pulpit of which is to be filled by a Reading official. This bit of irony shows, at least, that there are humorists among the employees.

Looking seriously at the question of compelling men to withdraw from an organization like the Trainmen's Brotherhood, the question arises: What right has a company to deprive widows and orphans of several hundred dollars in the way of insurance money? The company proposes to give to its employes the protection of the Relief Association, which costs them fully as much as the Brotherhood but pays them in event of death or disability just one-half the sum that the Brotherhood pays. To a disinterested party it must look very much as though the Relief Association is a swindle of huge proportions, and that for every trainman who is killed while a member of it the company pockets \$500 that belongs to his widow.

It seems to us that the railroad organizations that are now demanding redress of grievances, could have succeeded better had they less fuss and feathers within their respective bodies. The first impression to the plain business man, when he reads of "supreme grand" officials and "supreme grand council," is that organization thus officered has more gimp and gewgaw in the management than that practical horse sense that wins in business affairs. High-sounding titles are suggestive of formalities, of ceremony, of snide, in fact of everything that is contrary to getting at a business point by direct business lines. The supreme adjectives which are prefixed to the railway official designations may not be characteristic of the methods of their organizations, but if they are not those silly adjectives should be stricken off, inasmuch as the

railroad officials with whom they negotiate are, as, too, are the public, prone to regard as largely farcical aught that is attempted in so practical matters as wages and terms of labor coming from high cockalorum titles.—*Labor Tribune*.

If the editor of the *Tribune* had put into use a little of the "horse sense" he professes to admire, his readers would not have been regaled with a paragraph infinitely sillier than any combination of adjectives. "Supreme grand," and "supreme grand council" are terms that may or may not owe their existence to the inventive genius of the admirer of horse sense, aforesaid. He may innocently have copied them from the jumbled report of some newspaper. At any rate they have no existence whatever in fact. No such combination of adjectives can be found in any railroad organization. There is a grand master of each separate national organization, who is its chief executive officer. There is also a supreme council composed of delegates from each of the organizations, but there are no such terms and titles as our critic makes sport of. "Supreme" is just as much in place when applied to such a council, controlling national affairs, as it is applied to the highest court of a state.

It is all right for the editor of a melancholy paper to try to discourage the blues occasionally by getting funny; but he should not set up a straw man and then proceed to show with what facility he can knock him out.

ARE labor organizations a practical benefit to the railway companies? This question is often asked, and when not asked is often thought of by officials when they are applied to for transportation to be issued to the members or officers of the Brotherhoods, or when furnishing transportation or special trains to conventions. The Brotherhoods are of actual benefit to all railway companies, and it is wisdom for such corporations to foster and encourage them. To take no account of the efficiency of the Brotherhoods in training railroad men to higher degrees of usefulness to their employers and the tendency to place them upon a higher moral plane; to leave

out of the question the fact that the one clause in all the constitutions relating to sobriety saves the country millions of dollars annually in the way of capable service that prevents many a disaster, there are still many ways in which the organization of labor directly benefits the companies.

One of these ways recent events have brought prominently before the public, and it should be used as an object lesson to those concerned. The strike on the Illinois Central was by practically unorganized labor, there being but a few Brotherhood men involved and they only after the movement was under way. Had the matter been in the hands of organized labor there would have been no strike, because the trouble would have been adjusted in the manner prescribed by the constitution, and the greatest loss that could have occurred would have been the time of the grievance committee and the officials for a few hours, or at most a few days. But unorganized labor took the matter up in its inexperienced way with no settled method by which to adjust it. The result was blind confusion and a process so entirely devoid of rational methods that two hundred thousand dollars was lost before the affair could be put in definite shape. From this it may be seen at a glance that organization is money saved to the company every time a grievance comes up for adjustment.

THE recent strike on the Illinois Central was one of those hasty, ill-advised affairs, that are by no means creditable to the organized labor that engage in them. The cause undoubtedly was a good one; but men who are members of a labor organization that has a constitution providing certain methods for bringing grievances forward for proper consideration, act with poor judgment when they ignore the constitution and engage in a strike without having first endeavored to make a peaceable settlement.

There was a time when strikes of this nature might succeed. Before the day of railroad organizations, about all that was necessary to inaugurate a strike was for

some employee to stop work and, going into the yard, demand of those still at their posts why they were not out with the rest of the boys. But that time is past. The era of fairness and cool judgment is here. The time to reason together has come, and as the disposition to arbitrate advances, the element of force as displayed in strikes must recede. There is now but one way for members of a labor organization to enter a strike, and that is through the methods prescribed by their constitution.

The organized labor engaged in this trouble was so small a fraction of the whole, and was drawn into it in such a secondary manner, that it cannot be considered a strike of organized labor at all. But that should not prevent the few who did drift in learning the lesson of their mistake.

In the case of the Illinois Central strike, no grievances were formulated, no demands were made. A few of the men became indignant over the abuses they had suffered and suddenly quit work. When the strike gradually spread and had assumed formidable proportions, the strikers seemed to learn for the first time that they had proceeded in a manner that precluded the possibility of the matter being taken up by the Supreme Council and any assistance given them.

If it is unfortunate that men should strike improperly, it is doubly so when they have a good cause for complaint; because, not only is the strike liable to be lost, but it gives rise to the idea that a worthy object did not receive the support it deserved, whereas in reality it was merely the fault of the strikers themselves, and chargeable wholly to their recklessness and indiscretion that the support they desired was not given them. It requires no argument to see that it would be ruinous for either the grand officers or the Supreme Council to support a strike which was carried on in open violation of the constitution. Fortunately, in this case the strike resulted in a compromise, and the affair ended much better than it might have done. Had the matter been taken up properly and carried forward to its legiti-

mate conclusion, it would not have been any half-way victory, but one thorough and complete. The desired object would have been attained without resorting to a strike at all. One of the first things that every member of a labor organization should do is to see to it that he thoroughly understands the constitution; especially that part which sets forth the manner in which grievances are to be adjusted. Every grievance properly handled strengthens our cause, and every hasty, injudicious movement is a positive damage.

Wheaton in Rebellion.

Official corruption in the labor organizations is too serious a matter to be treated lightly, to be ignored by the members or to be excused on the plea that it should not be mentioned within hearing of the public ear. A living example of this truth may be found in the Order of Railway Conductors. For a number of years some of its grand officers remained silent under a mistaken policy of "preserving harmony" while they knew that others of the grand officers were corrupt schemers willing to sacrifice every principle of honor for the advancement of personal interests. But at last Grand Secretary and Treasurer Daniels has spoken, and spoken well. In an article occupying several pages of the O. R. C. official organ for July 1, Mr. Daniels makes charges against Grand Chief Wheaton so sweeping, so explicit and so damaging that no sane man would publish them without knowing that he held the proof. Wheaton is referred to as a "leader of secessionists," as having made statements "absolutely false," and the assertion is made that "the indisputable evidence of his rascality" is a matter of record. Reference is made to the "Q" strike and Wheaton's work in throwing the influence of the order to help the company while the other grand officers insisted upon remaining neutral, is shown up, together with Wheaton's effort to afterward shift the responsibility to innocent parties. One of the things charged against Mr. Wheaton is that of offering the

services of the members in case of a strike. "Who has not heard him indignantly deny it?" asks Mr. Daniels, and then adds, "but proof that he has done so is on file here in his own writing." Numerous instances of treachery and perfidy are cited and dwelt upon in detail.

One very noticeable feature of the article is Mr. Daniels' regret that he did not speak out earlier. No less than half a dozen times does he refer to this mistake. He thought it to be the "best for the Order" and adds, "That I was then mistaken, I am free to admit." He speaks again of having "blindly and mistakenly" remained silent, and referring to the position of the executive committee says: "They, like myself, were wrong in their idea of condoning crime with the hope of preventing injury by its exposure." Mr. Daniels concludes by declaring that the only thing he is "heartily ashamed of" is ever having befriended the man and not having "promptly made public his treachery and dishonesty" at the proper time.

There is excellent reason for Mr. Daniels' regret. *He did not warn the members until it was too late.* Mr. Wheaton is now organizing the sorehead element and has actually succeeded in dividing the Order into two separate organizations. Had the truth been told in time Wheaton's influence would have dwindled to so small a force that his efforts at secession would have amounted to nothing. It is to be sincerely regretted that his disreputable efforts are now successful — regretted because the Order has at last passed into the control of representative men of the organization, whose administration will allow it to stand no longer in a false position, misdirected and misunderstood because its chief executive was a bigoted ignoramus and a conscienceless schemer. There can be no doubt that the reputation of the Order has suffered grievously through Wheaton's leadership. So grossly was it misrepresented by its executive that it is a common error to look upon the O. R. C. as the foe of organized railroad labor and to think of its members as standing ready to fill the

places of strikers upon any and all occasions. Such an idea is, of course, a delusion, for the organization contains thousands of as true and loyal men as the country can boast; men who were never in sympathy with such contemptible work, and who, upon many occasions, have practically demonstrated their loyalty to labor.

For these reasons it is a real misfortune that Wheaton should be in any degree successful in disrupting an organization that seems to be just now entering upon its new era—its career of true usefulness; for with its new administration and its altered constitution, there seems to be no possible reason for feeling opposed to it.

The O. R. C. has learned a lesson, bitter and costly. Its officers, who remained silent when they should have spoken because they believed it best to preserve harmony, have lived to see the man they tolerated raise the standard of rebellion against the constitution he was sworn to support, and have learned when too late that any man who is treacherous at heart is liable to develop into a traitor at the first favorable opportunity. They see now, as they did not then, that peace may be purchased at too dear a price; that the idea that such matters must not be discussed publicly is a false one, used as a subterfuge by those who fear the light of day, and that official corruption which is not exposed will gather strength and flourish in the silence. In short, they understand now as they did not then that the matter of speaking out was not one of choice but of duty; that it was simply a question of choosing the lesser of two evils, a question of present exposure or future rupture, and that they should have courageously met the issue, patiently borne the criticism it caused, and relied upon the good sense of the rank and file to finally see the wisdom of such a course.

A PRESS dispatch from Kansas City states that on July 14 fifteen of the oldest Santa Fe passenger conductors, a majority of whom were running east from that point, received letters informing them that their services would be no longer needed by the company after August 1. No explanations are given.

The Kickers.

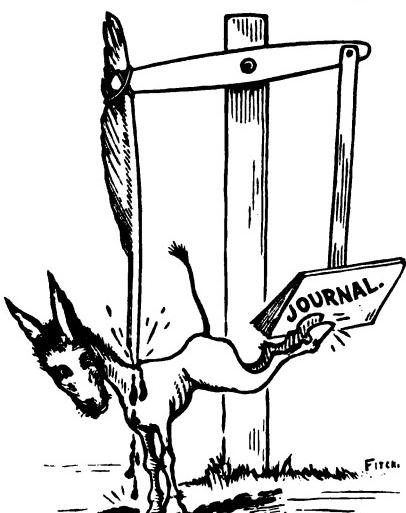
There are kickers who kick
For the love of the trick
That wounds with a merciless thrust.
There are kickers who mean,
In their conscienceless spleen,
To trample their victims to dust.

There are kickers as mild
As an innocent child,
But they kick, and they kick galore!
And they offer advice
Without money or price
From an inexhaustible store.

There are kickers also
Who will kick just to show
Superior knowledge of things;
They pity the weak might
Of our muse's best flight,
And graciously offer their wings.

There are kickers who brawl
Over trifles as small
As mortals have ever conceived;
It is best not to state
The real girth of their pate,
For fear that we won't be believed.

There are kickers who thirst
The poor JOURNAL to worst,
And they fling both feet in the air;
But it welcomes their guile
In the following style,
That makes life a burden to bear.



This Big Four is trying the experiment of ticket collectors, which failed so completely with the Santa Fe.

Railroad Notes.

DETROIT is to have a new Union Depot which will cost \$225,000.

THE D. & R. G. ran its first standard gauge train into Salida July 15.

DURING the six months ending June 30, nineteen railroads in the United States were sold under foreclosure.

THE stock holders of the Alabama Midland held a meeting in July and authorized the sale of the road to the Savannah, Florida & Western.

AT VICKSRUG, Miss., July 1, Brake-man George Steele, of the L. N. O. & T., was seriously if not fatally shot by Yardmaster C. Y. Lewis.

THE Illinois Central has ordered twenty-five new eight wheelers with 18x24-inch cylinders and 62-inch drivers. The Brooks Locomotive works has the contract.

GENERAL SUPERINTENDENT W. I. ALLEN, of the Rock Island, has been promoted to the position of Assistant General Manager, with headquarters at Chicago.

RUMOR says that a railway is really to be built to Alaska and that it is taking definite shape. It is proposed to build from Vancouver to the Southern boundary of Alaska.

AS LATE as the middle of July a snow plow was reported to be struggling with immense snow banks on the Central Pacific side tracks in the Sierras. Some of the banks are said to be fifty feet deep.

CARROLL D. WRIGHT, Commissioner of Labor, estimates that there are 700,000 employees on the railroads of the United States. The total railway mileage is 156,400 miles and is controlled by 1,518 different corporations.

THE Northern Canadian Atlantic Railway is a scheme for reducing the time of Atlantic navigation to four days. The road will extend from Quebec across the Saguenay district to a point on the Labrador coast, where a port will be opened on the St. Charles Bay.

IT IS estimated that the recent strike on the Illinois Central cost the company between \$200,000 and \$300,000.

THE New Jersey Central is shortening its main line by leaving Elizabeth on a branch road and cutting across to Newark.

RAILWAY construction in South Dakota is being pushed with energy in spite of the poor crops last year. Pierre recently voted \$240,000 to stimulate railroad enterprise.

WHEN W. K. Vanderbilt goes to Europe he does not abandon the luxury of a special train. The one on which he has been traveling through France was fitted up at a cost of \$12,000.

IT is stated by a Des Moines correspondent that the Rock Island will soon change its Iowa division points from Brooklyn and Stuart to Des Moines, and that there will be but the two divisions instead of three.

THE Pullman Palace Car Co. has on hand contracts for building sleeping cars, parlor cars, combination cars, day coaches, baggage cars and private cars for railroad officials to the number of fifteen hundred and fifty.

A NEW YORK paper declares that one-third of the telegraph operators of this country are continually preparing themselves for other professions, while the other two-thirds are continually thinking of doing so.

THE difference between railroad facilities in Germany and the United States may be seen by reference to the fact that Germany has one mile of road for each 1800 inhabitants, while the United States has one mile for every 400 inhabitants.

"THE proposed railroad to the summit of the Jungfrau in Switzerland," says the *Railway Age*, "contemplates the boldest mountain engineering yet ventured upon." The grades, it is stated, vary from 33 per cent. to 98 per cent. It strikes us that this is certainly rather bold. 98 per cent. is near enough "straight up" that a car would need to be riveted to the track.

THE Baldwin Locomotive works has purchased a block in Philadelphia for the purpose of erecting large machine shops.

THE D. L. & W. has, it is said, agreed to furnish the passenger trainmen with two new uniforms a year at the company's expense.

THE magnificent Union Depot erected at Pueblo, which was noted some time since in these columns, is said to be nearing completion.

PRESIDENT VILLARD offers the prophecy that steam on railroads in the United States will give way to electric power in the next five years.

THE American Railway Master Mechanics' Association met in twenty-third annual session at Old Point Comfort, Virginia, in June. Ninety delegates were present.

THE Rio Grande Western is now reported as a standard gauge road. This calls attention to the fact that the narrow gauge railroad is rapidly becoming a thing of the past.

THE president of the Mexican Central has recently received his private car, made for him in St. Louis. The car is divided into six compartments, which are elegantly furnished. It cost \$20,000 and weighs forty-five tons.

THE Desant Electric Audible Block Signal System is attracting considerable attention. It blows a whistle automatically for the engine entering upon a block that is held by another train, and continues the whistle until the train ahead has passed to the next section.

A LITTLE English railway but 900 feet long claims the distinction of having the steepest grade in the world. It is said to be an average of more than 3,000 feet to the mile. Two cars connected by a wire rope are dragged up and down on each side of the double grade, the one descending while the other rises. The necessary excess in weight for the descending car is furnished by filling a tank with water, which is supplied by a reservoir located near the top of the hill.

On the Road.

Brakeman J. G. Gill was killed at Denton, Texas, July 4th.

Operator J. C. Scott was struck by a train and killed at Amboy, Ind., June 22.

Fireman W. Witch was killed in a wreck on the Georgia Southwestern July 4th.

Switchman Will Campbell was run over and killed at Buffalo, N. Y., July 7th.

Brakeman Jos. Halfhill was killed at New Lexington, on the T. & O. C., June 27th.

Brakeman C. Lynn was instantly killed while switching at Cleveland, O., July 8th.

Brakeman J. O. Jennings fell from his train at Tupelo, Miss., July 7th and was killed.

Conductor H. McDonald, of the K. C., F. S. & M., had his arm broken in a wreck July 9th.

Brakeman Bean, D. & H., was killed June 26th by falling from his train at Whitehall, N. Y.

Brakeman H. Prettyman was killed by a car being derailed at Wheeling, W. Va. June 27th.

On June 23 Switchman Tom Anderson was badly crushed while coupling cars at Marquette, Mich.

Brakeman Pat Taggart was thrown from a Union Pacific train by a tramp, July 6th, and was killed.

Brakeman W. Sloan was struck by a snow shed on the Union Pacific near Laramie, June 24th, and killed.

Engineer Wm. Bidwell, of the "Q.", was struck and killed by a passenger train at Batavia, Iowa, June 25th.

Brakeman W. H. Johnson, of the Wabash, was struck by a train and instantly killed at Illinoipolis, July 8th.

At Cardiff, Colo., June 28th Switchman M. E. Howard, of the Colorado Midland, was run over and instantly killed.

Engineer Baldwin, of the C. R. I. & P., was killed at Topeka, June 27th, by being struck by a bridge.

Brakeman A. J. Dunn fell from his train on the L. & N. near Birmingham, Ala., June 27th, and was killed.

Switchman John Driscoll was run over and instantly killed in the Missouri Pacific yards at Kansas City July 5th.

Brakeman E. Harrison fell from his train on the G. R. & I., near Grand Rapids, Mich., July 8th and was killed.

Brakeman W. Creighton, of the S. W. P., fell while boarding a train at Scottdale, Pa., June 19th and had both legs crushed.

W. McClinton, brakeman on the B. & M., fell while boarding an engine at Ravenna, Neb., July 6th, and received injuries necessitating the amputation of both legs.

A COLLISION on the L. & N. July 9th, resulted in the death of Engineer John Moran. Engineer John Webb, Fireman James Armistead, Fireman John Wilson and fatal injury to Fireman Ben Swope.

Switchman Thomas Burke was killed in the yards at Birmingham, Ala., July 16.

Engineer E. D. Tohill was killed in a head-on collision near Vincennes, Ind., June 25.

Fireman Fred Parke was killed by falling from his engine near Aurora, Ill., July 16.

Conductor Frank Phillips was struck by a train and killed at Waverly, N. Y., July 9.

Engineer Alleman was slightly injured in a collision in the D. & R. G. yards in Pueblo, July 7.

Switchman James Reynolds was fatally injured while coupling cars at Texarkana, June 22.

Brakemen J. M. Bowden and A. C. Zimmerman were killed in a wreck on the Alabama Midland, June 26.

Switchman Frank McDonald D. & R. G., was severely injured at Pueblo, July 7, while coupling cars.

On JULY 13, Brakeman James Quigley was run over by an engine on the Illinois Central and died next day.

Brakeman George H. Cook, Chicago & Atlantic, was struck and killed by a passenger train at Servia, July 15.

Brakemen Fred Grant, of the D. & R. G., was struck by a snow-shed on Marshall Pass, June 28, and killed.

Brakeman Helbert, of New Albany, Ind., fell or jumped from a Monon train July 17 and was instantly killed.

Brakeman Morris Griffin fell from his train near Watson's Station, June 25, breaking one arm and one leg.

Fireman D. A. Wendall and Brakeman W. T. Fair were killed in a collision at Hanover, on the B. & O., July 16.

Conductor Sam Jones, of the Missouri Pacific, received a severe scalp wound in a wreck near Neveda, Mo., June 28.

Brakeman G. W. Trent was run down by cars while switching at Charleston, Mo., July 2, and had his right leg cut off.

Engineer W. R. Rogerson and his fireman were seriously injured in a wreck on the Wabash near Silver City, Ia., June 23.

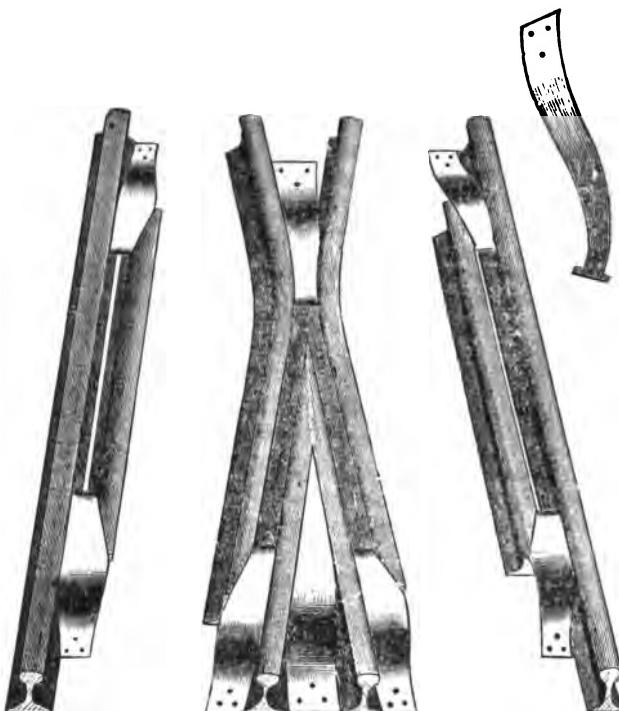
Fireman Joe Otis was instantly killed in a collision between a Santa Fe passenger train and a switch engine at Dodge City, Kan., July 14.

Engineer Walter Harris and Fireman Wm Collopy, of the West Shore, were killed in a collision at Genesee Valley Junction, July 15.

On JUNE 20, a freight train on the P. D. & E. was derailed by striking a cow, and Conductor Arthur Spencer and Fireman Jack Ryan were seriously injured.

Engineer Arthur Rose was killed in a wreck on the Southern Kansas, July 16. Two firemen and one brakeman whose names could not be learned were seriously injured.

A WRECK on the P. & R. at Tuckerton, June 23, resulted in the death of Engineer Lewis Heller. Fireman Geo. Heller was fatally injured and Baggage-man Joseph Burnham was severely bruised.



The Mahoney Foot-Guard.

A source of great danger to both train and yard men is unguarded frogs. So common is death from this cause that it seems strange inventors of life protecting devices have not more fully covered the field. In May last an invention was patented by Mr. E. S. Mahoney which is highly recommended by some of the train men who have seen it in service.

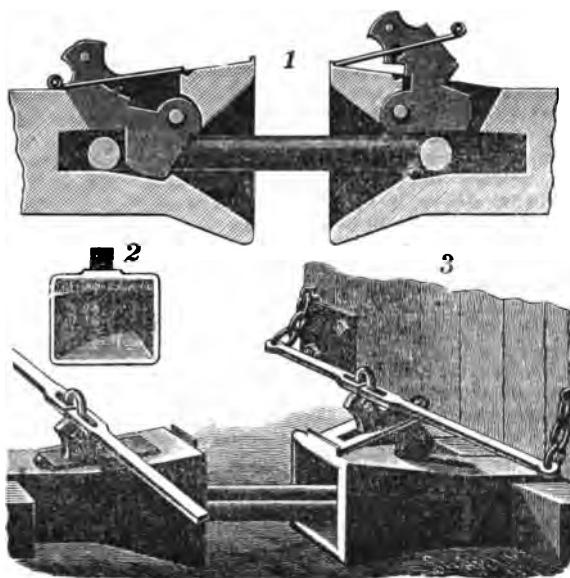
The Mahoney foot-guard was invented by a switchman who has been employed in that capacity for the past twelve years, and is at present general yard master of the St Louis & San Francisco Railway in St. Louis.

"The filling," says the inventor, "very commonly used in states where there are statutory provisions to enforce the use of foot-guards, having, like all unyielding attachments, to stop short by two inches of the summit of the rail to allow the passage of the wheel flanges, is frequently found worse than useless, as it allows abundant latitude for the sole of the employee's shoe to be tightly clamped between the filling and the ball of the rail, while, unlike the foot-guard, the very filling meant for a safeguard prevents the lowering and dislodgement of the foot. This

spring steel foot-guard is capable of sustaining a weight of 300 pounds without depression below the surface flush line of the rails, and may be made to sustain heavier weight if desired. However, it is not possible that any employee of the track service will go above that weight. On the other hand, when the flange of the wheels of the passing trains ride over the foot-guard it readily springs down the depth of the flange, without injury to the foot-guard, and as readily, after the passage of the train, it springs upward to its normal position."

This foot-guard is said to have been in successful use in the yards of the St. Louis & San Francisco Railway Company, in St. Louis and San Francisco, for the past twelve months, and in use in the yards of the Missouri Pacific Railway Company, at the Union Depot St. Louis.

We are in receipt of the *Railroad Trainmen's Journal*, which is, as usual, filled with both useful and spicy reading matter, all of which is to the point. This journal, which is under the able management of Mr. L. W. Rogers, is a friend to the working people, and should be read by everyone that has their own interests at heart.—*Journal National Assoc'n Machinists.*



An Automatic Coupling Upon the Link and Pin Principle.

[*Railway Age.*]

There are still many railway men who are not ready to admit that the link and pin principle of car coupling must give way to that of the vertical hook; and who believe that the safety of those handling ears can be secured by improvement on the link and pin coupler at less cost than by the adoption of the master car builders' standard. One of these is Mr. Charles W. Chisholm, Winnipeg, Manitoba, a railway man of many years' experience, who has patented an automatic coupling, the principle of which is well shown in the accompanying cuts.

It will be seen within a vertical slot in the top of the drawhead a coupling dog is mounted, supported by a pivot passing through an aperture of larger diameter than itself in the dog. When in the coupling position the lower portion of the dog rests within a recess in the bottom of the drawhead, the rear portion of the lower projection of the dog constituting the bearing face. As the link enters the drawhead and strikes against the forward inclined face of the dog, the latter is forced to the position shown at the right in Fig. 1, the dog dropping back when the link has passed into the position shown at the left in the same

figure. The dog extends somewhat above the top of the drawhead, where it has a handle or lug, connected with a lever extending to each side of the car, by which the dog is manipulated. The dog may be locked in such a position that the link may be withdrawn by lifting the dog until a shoulder thereon is brought into engagement with a notch in the top of the drawhead, but as the link is drawn out of the link recess it strikes against a projection of the dog, whereby the latter is returned to the position shown at the left of Fig. 1. A metallic cover is provided to prevent the entrance of gravel, snow, etc., when the parts are in coupling position. This is a very ingenious device and if the parts are made sufficiently strong to withstand severe service it does not appear why the coupling will not work well.

A Card.

I desire to publicly express my heartfelt thanks to the employees and their families of the Santa Fe Railroad at San Bernardino who so kindly assisted me in the sad hour of my bereavement in the loss of my husband, J. F. Cason. May God bless and watch over you is my sincere prayer.

Your sincere friend,
MRS. J. F. CASON.
Los Angeles, Cal.

The Magazines.

THE July *Cosmopolitan* has a budget of entertaining literature that from its pages makes mid-summer reading a luxury. The opening paper is an interesting sketch of Persian life, by S. G. W. Benjamin. In the cool and spacious courts, enjoying a smoke from the long-stemmed, amber-tipped water-pipe, we sit and listen to the play of the fountain, that moistens all the roses. The Persian home has neither bedsteads, tables, chairs or washstands, but if Tom Moore had visited those Persian baths, his fervid fancy might have added a yet more vivid touch to the voluptuous descriptions in *Lalla Rookh*, and rendered them even more true to the spirit of oriental life, perhaps, than any stanzas found in that cluster of erotic pearls. "Court Life at Versailles" is a historic contribution by Edward King, and shows a few of the causes that brought about the horrors of 1789. So numerous are the fountains at Versailles that the amount of water to continue them one day would be sufficient to supply Paris, with its 2,500,000 inhabitants. The estimated cost of its extensive palaces, parks and gardens is 500,000,000 francs. This does not include the worth of the labor given by the peasants, who were forced under the law of *croise* to toil without pay. On the 31st of May, 1685, old Dangeau writes in his diary: "There are more than 36,000 peasants at work in and about Versailles for the King. These half-starved and half-clad wretches die by dozens under the strain of the cruel tasks imposed upon them." In October, 1687, Madame de Sevigne wrote as follows: "The King wished to spend Saturday at Versailles, but it seems as if God willed that he should not, for the buildings are in no condition to receive him and there is a prodigious mortality of workmen, so that carts full of the dead are carried off every night, as they are from the Hotel Drew" (city hospital at Paris). The ordinary compensation given the family of a workman who lost his life while working for the King was about \$2.50. In September, 1686, the King appeared at the reception of the ambassadors of Siam "wearing," says the Marquis de Sourches, "a coat of gold lace work, entirely studded with diamonds of prodigious size." At the marriage of the Duc de Bourgogne, in December, 1697, the palace presented the most brilliant spectacle. At one of the festivals the King wore a dress of cloth of gold, with rich golden embroideries. A few days later was given the most magnificent ball that was ever seen at court. This was attended by Louis XIV. and the king and queen of England. The gallery was lighted by three great rows of chandeliers from end to end, and also by eight huge round pyramids ten feet high, each of which had 150 wax candles in silver flambeaux. Some years after, at a reception given to the ambassador of Persia, Louis XIV

wore a costume of gold and black stuffs, embroidered with diamonds which had cost 1,200,000 livres, and these garments, say the chronicle, "were so heavy that the King changed them immediately after dinner."

The decorations of the ceiling of the Hall of War were painted by Le Brun, who took four years to finish it. In the Hall of Peace is another of Le Brun's allegorical plafonds, representing France seated on a chariot, preceded by Peace and accompanied by Abundance and Merriment, and Hymen crowned by the Graces. What a satire this was on the condition of the people. Hear what La Bruyere writes of their misery, 1689. "Here and there, scattered through the fields, one sees certain ferocious animals, male and female, black, livid and sunburnt, attached to the soil in which they dig and toil with invincible obstinacy. They have a kind of articulate speech, and when they rise up from their work they show human faces and belong, in fact, to human kind. At night they crawl into hovels, where they live on black bread, water and roots. They relieve other men of the toil of ploughing, sowing and the harvesting, and thus seem to merit a little of this bread which they have produced." Vauban wrote in 1698: "The highways in the country, and the streets in the cities and towns are full of beggars, whom hunger and cold (for they are almost naked) have driven to beggary." There was no lack of warning cries from intelligent men, but the court looked upon these miserable peasants as part of the picturesqueness of the land and paid but little attention to their complaints. But the day of reckoning had come and with it a vengeance that was as swift as it was terrible.

PERHAPS the most extraordinary article ever published on "Hypnotism" will appear in the *Cosmopolitan Magazine* for August. It was secured from one of the two most celebrated professors of the weird art, the Frenchman Donato, and the illustrations were secured by having a number of subjects taken to the photograph gallery of Mr. Kurtz, in New York, and there hypnotized under the camera by Donato himself. The illustrations show very fairly the frightful powers which the hypnotiser exerts; and the whole article makes plain a subject which is exciting much attention all over the world at this time. One who has not seen the facile movements of the hypnotiser and the change which takes place in the victim under his apparently simple action, cannot for a moment comprehend the wonderful powers exercised. One moment the subject looks you in the eyes, talks to you as any other person; is in his right mind in every particular; the next, under a motion of the professor, his mind completely lost to his body as if his head had been cut off, and in this condition, subject to suggestions of the operator, suggestions which may be carried to the most farcical or the most terrible results, he remains until recalled to life by the hypnotiser. Never before has a number of subjects been placed under the camera and operated upon in this way, and the article will doubtless be received with general interest throughout the country.—Adv.

The Forum.

EDITOR JOURNAL:—I have now become satisfied that the JOURNAL is being used by the brothers for no other purpose than that of kicking. I do not mean all, only some of them. Now a good plan to get rid of them is to get them all together, bring them to Chicago, and with what is here, to hire a mud scow with a false bottom, take them out to the middle of the lake, pull the cord, and presto change! empty mud scow. Now, if I am too severe I wish some of the brothers would present some punishment that would cover the offense, for we cannot stand this thing much longer; it is injuring our Brotherhood. I think there is a great number of the brothers that will agree with me in this.

Now I think the kickers are a great deal like my wife says I am when I am asleep, listening to me talk. She cannot make out anything—only a jumble, no substance to it; and that is the same way with the kickers, no substance to it. I do not think the rank and file of the Brotherhood should pay any attention to them. Let 'em kick!

Yours in B. L.,
No. 161, Chicago. J. P. HOLMES.

EDITOR JOURNAL:—In perusing the June number of the TRAINMEN'S JOURNAL I read very carefully the article written by our ex-G. S. and T., Ed. F. O'Shea, making some very serious statements against some of the members of our organization. Some of these statements I know to be true, as I was a delegate to the Columbus and St. Paul conventions. Now, Brother Editor, some of our members may think that the pages of our JOURNAL is not the place to discuss these most important subjects. I have already heard some of our brothers say that they thought the Grand Lodge was the place to discuss such matters. I beg to differ from these brothers. If our Brotherhood is in danger from any of our grand lodge officers, or any would-be officers, let us know it and discuss it in the pages of our journal. Then all brothers will know just what is taking place in the ranks of our Brotherhood. Many a man has been made honest through fear of public exposure. If the statements of Brother O'Shea are correct, a very rotten state of affairs certainly exists. And it behooves every member of this Brotherhood to bestir himself before our next annual meeting.

The Brotherhood wants men in office who are qualified to fill them, and it is not necessary for the members to hunt the office; if the Brotherhood wants them there, they will be elected. That there has been a ring to elect certain members to office is a notorious fact. Be it said to their shame, that some of the delegates' sole aim seems to be that of running for office. The welfare of the Brotherhood seems to be their last consideration. It is not my intention to say anything further than that I know some of Brother O'Shea's statements to be true, and all brothers who have the interest of the Brotherhood at heart should heed his warning in time.

Very truly yours in B. L.,
Tucson, Ariz. W. H. PRINCE.

Correspondence.

EDITOR JOURNAL:—I take pleasure in sending you four more names, and three of them are new, and I am glad to see 92 getting to the front. I am also pleased to hear and see the way the JOURNAL is helping our order as it never has before. The extra JOURNALS that you send me each month help me a great deal in getting new members, as they are invaluable advertisements for our order.

I remain yours in B. L.,
St. Joseph, Mo. D. J. SANDT,
JOURNAL Agent 92.

EDITOR JOURNAL:—Bennett Hall never presented a more prepossessing appearance than it did on April 23, the occasion being the sixth annual ball of Parlor City Lodge, No. 36, Brotherhood of Railroad Trainmen. The room was lighted by two big headlights at either end of the hall and rows of colored lamps suspended from the ceiling. Music was furnished by Mahoney's full orchestra. It was a perfect success. The two principal events of the evening were the contests for a silver lamp and a handsome gold B. R. T. pin, Bro. H. S. Chambers winning the lamp and Bro. Joe Quigley the pin. C. Binghamton, June 8.

EDITOR JOURNAL:—On June 9th G. W. Duncan Lodge No. 290, B. E. T., was organized at Van Buren, Ark., with fifteen charter members. There were twenty who had signed for the charter, but five were unfortunate, and could not be there. The following are the officers: J. J. Cutting, W. M.; J. A. Hankins, V. M.; W. J. Humphreys, P. M.; J. D. Thompson, Sec'y; F. D. Stuart, Financier and Journal Agent; C. W. Pate, I. G.; C. A. Peper, O. G.; Dye Williams, Conductor; C. L. Culver, Chaplain. It has never been my pleasure to meet a more intelligent lot of gentlemen, and I desire to thank them for kind and courteous treatment while in their town. I must acknowledge my surprise at seeing so many "old timers" falling in our ranks at such a late day. However, I hope they will see the benefit of the order, and stick the closer and pay up for lost time. With best wishes for the order and my whole heart in the cause, I remain,

Yours in B. L.,
Springfield, Mo. F. T. WATSON.

EDITOR JOURNAL:—There was a most enjoyable picnic at Winfield on the 29th of last month. The audience was addressed by the mayor of Winfield on federation. There were eleven coaches loaded down from the north. There were three bands present, the Hoffman and Winfields and Wichita Board of Trade Band, which was the most perfect. Everybody enjoyed themselves. The picnic was given by the brakemen,

switchmen and firemen, and they had federation printed on large canvas and tacked on the rear car. I am well pleased with the JOURNAL since the change. Times on the road here are very good, but it is a shame to have to work for such a little amount of money. It was advertised on the bills that Grand Master Wilkinson would be there. I was disappointed. Well, will close for the present, wishing you success with the JOURNAL. I am,

Yours in B. L.,
NOBLE S. ENDECOTT.

EDITOR JOURNAL:—I thought it would be well to notify you of there being some frauds around selling drawing tickets for a "Consolidated Brotherhood of R. R. Men." They were here and left some time ago. They are going around to the mills and prominent business men, to whom they have sold \$10 worth to each of four or five firms in this city. I think it would be well to notify other lodges so that they can look out for them before it is too late, and also publish it in our JOURNAL. Inclosed find one of the tickets.

Yours in B. L.,
J. A. WILLIAMS.

The ticket, which is embellished with a cut of a primitive locomotive and cars, reads as follows:

CONSOLIDATED BROTHERHOOD OF R. R. MEN.
—Benefit for—

MRS. J. R. KELLY,
Dependent mother of one of our brakemen,
killed May 2d, 1890.

Drawing of a

PARLOR SUITE,

To take place at our Lodge Room May 26, 1870.

Drawn by a committee of three.

No. 73. Tickets, 50 cents.

EDITOR JOURNAL:—Please permit me through the columns of the JOURNAL to speak my little piece. Having read the JOURNAL every month with much interest, especially the July number, I am going to try my hand at a letter. Our lodge is in excellent working order. The applications are coming in slow but sure. In reply to communication signed "Eighty-Three," I will say that if ever a man wants money it is when he is disabled, and I hope that we won't get it into our heads not to pay disability claims. If I thought I would not get anything in case I should get hurt, I think I would withdraw from the Brotherhood. In regard to giving conductors more insurance, I think when a man goes into the order as a brakeman, and then gets promoted to conductor, if he has got the Brotherhood at heart, he won't quit it just because he can get more insurance in some other railroad order. He can go in some outside order and get all the insurance he wants. After a man gets to running a train he is better able to pay his assessments than before. I hope that there is none that will take exception

to what I have said. I know if I should get to running a train my head would not swell, thinking I could get a notch higher, for a man can be a man just as well as though he belonged to some other order. I think as a brother did at St. Paul last year, that the Brotherhood is good enough for me.

Business on the third, fourth and fifth districts of the Wabash is not very good at present but hope it will revive soon. Also hope that all lodges will have a voice at our next convention, and select a good man for that purpose. There were some did not attend to business last fall as they might have done. Brothers, I don't think that is right. If you represent the lodge at your place do it with credit to yourself and the lodge. Wishing the Brotherhood success and all members a faithful discharge of duty. and you, Bro. Editor, success in your undertakings, I remain,

Yours in B. S. & I.,
D. LEACH.

Still Longer.

EDITOR JOURNAL:—The longest train of cars ever pulled out of Hinton yard was pulled out last Sunday evening, May 18th. The train consisted of 128 cars, mostly box cars. They were drawn by engine 218, with Conductor H. Baily in charge. This, I have no doubt, was the longest train ever pulled over the Chesapeake & Ohio R. R.

Yours, in B. L.,
Hinton, W. Va. A. A. RIDDLERBERGER.

Who Can Beat This?

EDITOR JOURNAL:—I noticed an article in the JOURNAL in which the statement was made that the longest freight train ever pulled by one engine was 98 cars; and in the May issue 125 cars, on the G. C. S. F. I think I hold the winning hand up to date, as I pulled 149 cars with one engine; 18 being loads, including the caboose, from Los Angeles to San Pedro, a branch division of the S. P. R. R. 25 miles long, making three stops and taking train into destination without breaking in two. Engine 214. H. Caystile engineer.

Yours in B. L.,
San Francisco, Cal. C. R. COTTER.

EDITOR JOURNAL:—I have here what I would call a very good piece of brotherly love, which was shown by a brother, considering the condition he is in. This brother is a member of Parker Lodge, No. 85, of Easton. It came to the brother's ears on Tuesday, June 10th, that there was a young man killed at Bethlehem and on his clothes was found a brotherhood pin. He got another brother to go with him, and got a pass from Easton to Bethlehem for both to see about the young man that was killed under the wheels, to have a committee of No. 85 to look after the body and bring it to his home and give it a decent burial. But after they arrived there they could not identify the man and could not find any

pin on him. Now what makes it so hard for this brother, whose name is Samuel Vanorman, is this: This brother by accident about four years ago had the misfortune to have both legs cut off, one above and the other below the knee; he walks on his right knee and supports himself with two small crutches, and at Bethlehem he had fully one mile to walk in heat and dust, all for the love that he has for the members and brothers of the B. R. T. He received his claim under the five hundred policy, and has a family of five to support, himself, wife, one son and two daughters. He is employed in the box room of the L. V. R. R. to look after train boxes and clean lamps and lanterns for all passenger train men. And there is a great many other good turns that this brother has done for the brothers that come to the east; his house is open to a Brotherhood man for a meal at any time. Now all I ask, Brother Rogers, is to make a note of this if you see fit and proper to remember this Brother Vanorman in your next JOURNAL, as he is worthy. I was with him on the 10th day of June, an eye witness of all that was going on and it was all that could be called a piece of *Brotherly Love*, for a brother who is hardly able to help himself, let alone others, and I hope you will give him a little credit in our journal the first opportunity you get.

Remaining Yours in B. L.,

P. F. ALLES,
JOURNAL Agent 153.
30 S. Fell Street, Barre, Pa.

EDITOR JOURNAL:—I recently read in the Associated Press dispatches the latest edict from His Royal Highness, Austin Corbin, that all conductors, who are members of the Order of Railroad Conductors, be discharged from the service of the Pennsylvania Railroad. This order is based on the supposition that the Order of Conductors, at its recent convention, changed its constitution from a non-striking to a striking basis. This is in perfect harmony with all previous action of that railroad. Was there ever a more damnable order issued, except the beard order?

Surely, the stockholders of the Pennsylvania are not American citizens; if they are, shame be upon them, for they are not fit to associate with any but the aliens whom they employ. How long will the free men of this country tolerate this usurpation of their rights to protect their families as they deem best. Brother railroad men and co-workers, do you not think this has gone too far? Don't you think it is about time to call a halt? I trust you do, and there will be no halt until every branch of workers on the Pennsylvania system is organized. I have not lost sight of the fact that a large number of the employees of the Pennsylvania system are married men, whose families are dependent upon their meager earnings for their daily support. That is the very reason why this state of

affairs exists. Such men as Austin Corbin and his subordinates have little in common with the men who perform the manual labor of that road. They know that to many of the employes to be thrown out of employment means hunger and want to their families, and rather than deprive their families they will stand the abuse heaped upon them by these aliens, who have no respect for the rights of an American citizen.

Brothers and co-workers of the Pennsylvania system, do not forget that you have a power behind you, greater than that of Austin Corbin, to uphold you in your demand for justice. The great army of railroad workers in the United States would gladly assist you in the good cause. Do not let this matter rest until you are granted the privileges of every American citizen. Do this and you will never regret it, for the sympathy of the great American public is with you. I do not believe there is a native born American citizen in this country who read these infamous orders, who did not cry "shame." Now, just so long as the railroad men of the United States will tolerate such dastardly treatment, just so long will it be meted out to them. HOBBS.

EDITOR JOURNAL:—I'll drop you a few lines in regard to our great misfortune on the Mackey system railroad wreck. The wreck occurred on the morning of the 25th of June; two freight trains came together, resulting in the loss of two human lives, Engineer Ed Tohill and one man unknown, both mangled to death. The tragedy occurred seven miles south of Vincennes, Ind., and three-quarters of a mile south of Percell's Station on a big curve, and both trains were running at a rate of 25 miles an hour. Train No. 19, south bound, with Conductor J. Maher, Engineer C. Ehret, Brakeman C. Fairchild and V. Tishmaker, left Terre Haute at 7 p. m., due in Evansville at 5 a. m.; and train 20, with Conductor M. Lafferty, Engineer Ed Tohill, Brakeman Elmer Dear and S. Berry, left Evansville at 8 p. m., due in Terre Haute at 5 a. m. The accident occurred at 11:30 p. m. Train 20 was on time, and the fault of the tragedy lies with the south bound crew, which should have pulled in the siding at Percell's Station and allowed No. 20 to pass them, as the latter had the right to track. Instead of doing so, however, No. 17 was running for the next station, and, meeting as they did on the curve, the collision was unavoidable. Had both trains been running on straight track it is probable that the accident would have been avoided. The south bound train, which was the lighter of the two and which was pulled by the light engine, was badly stove up, and eight cars of the north bound train were piled up, and for the most part badly wrecked; only one car of the south bound train, and this one only derailed. The crews of both trains, as soon as they saw the crash inevitable, jumped for their lives, all but Ed Tohill; he hap-

pened to think just as he was about to leave the engine that he had not reversed it, and thinking he might do some good he returned to his post and reversed the engine and whistled for brakes. He then went to the opposite side of the cab from which he had first started to get off and jumped on the inside of the curve, and in an instant after the crash occurred and piled the cars upon him, crushing out his very life. His body was taken to Vincennes for an inquest. He was a member of the B. of L. F. and B. of L. E. He was liked by everybody that knew him. His burial took place from his late residence, 413 John street, Evansville, Ind.

Yours,
Evansville, Ind. ELMER DEAR

Misplaced Confidence.

On Saturday morning, October 19th, 1889, as I stepped into the trainmen's room at Elkhart, preparatory to going to work, I met a well dressed young man, with the first, second and third fingers of the left hand off at the second joint, wearing a B. of R. B. pin. I "flagged" the young gentleman and he responded very promptly; in the course of the conversation that followed I learned his name to be John Doty, who hailed from Oswego, N. Y., and belonged to Lodge 69. Of course he was looking for work. I recommended him to the yardmaster and succeeded in securing for him a job of switching. He was penniless too; I took him home with me and boarded him for three months; I gave him time to pay his board, so that he might be able to purchase clothing, other than the suit he was wearing. He paid part of his board bill, which gave me confidence in him. Later on, I learned from the financier of his lodge, that John was not in good standing on the grand register. He was surprised when I told him, he couldn't account for it, so I began to investigate. I found that a claim for total disability had been sent in, which proved to be illegal, for he was in good standing with his lodge. Grand Master Wilkinson gave me instructions, which I followed to the letter, and was authorized by him to reinstate John Doty to full membership. But he (John Doty) failed to appreciate what I had done for him, for on Saturday night, March 19th, 1890, he left the town unceremoniously for the west, leaving numerous bills, including my own, unpaid.

He still wears a B. pin and has his receipts up to April. He will also have a very nice story to tell the boys, for John is an expert with a story, for he has no regard for the truth.

FRED A. BENHAM,
Secy A. M. Amsden Lodge, No. 23.

P. S.—I have withheld this from the JOURNAL till this issue, in order to give Mr. Doty the limit of the time he had in which to redeem himself, but he has failed to express any such desire.

F. A. B.

The Brotherhood.

THE Secretary of No. 275 asks us to inquire for the address of John F. Callahan.

A LETTER from Evansville, Ind., notifies us of the marriage of Bro. W. McCabe.

THE members of No. 278, at Marshalltown, Ia., gave their first annual ball July 4th.

No. 95 initiated eleven new members July 12, and reported eight new candidates for the next meeting.

BRO. T. C. BELL, B. & M., Lincoln, Neb., writes that his lodge's receipts up to July, 1890, have been stolen.

BRO. W. H. LYONS. of No. 250, writes that the lodge is growing rapidly and that business in that section is good.

THE Secretary of No. 5 calls for the address of M. Y. Carey, J. H. Murphy, Jerry Morris, R. G. Preshaw and W. J. Roby.

BRO. ROBT. C. GALE, 4706 Penn avenue, Pittsburgh, Pa., calls for the address of Joseph C. Gale, last heard from at St. Louis.

C. ORMSBY is urgently requested to correspond with the Secretary of No. 81 if he wishes to learn something to his advantage.

THE address of John P. Griffin, who is said to have formerly been a member of Lodge No. 96, is wanted by G. W. Dorsey, North Platte, Neb.

We acknowledge with thanks receipt of invitation and complimentary ticket to the excursion given by Morgan Lodge, No. 317, on August 3.

BRO. J. B. YORK, writes from Creston, Ia., that some of his clothing containing receipts for May and June and an old style pin were stolen by tramps.

AT a regular meeting of Morning Star Lodge, No. 168, June 8th, resolutions regarding the death of Bro. A. W. Murray were passed and sent to the JOURNAL.

We recently received an account of a very successful excursion and picnic given by the Trainmen at Seattle, May 17. The paper states that fully 5,000 people participated.

BRO. L. E. FREDERICKS, of No. 145, has lost his pocket-book containing lodge receipts, traveling card and other important papers. Finder please return to him at Tucson, Ariz.

BRO. W. S. WILSON, No. 14; BRO. WM. F. PHILLIPS, No. 248, and BRO. JAS. MATTHEWS, No. 296, were reported last month on the death claim list, and BRO. F. KINA, No. 296, for total disability.

GENERAL MANAGER BALDWIN, of the Montana Union, recently offered a gold watch and chain to the engineer, and a silver lantern to the trainman who should pass the best examination on the practical workings of the air brake. The prizes were awarded at the end of a short course of instruction. Engineer J. T. Drummey secured the watch and Conductor Trim won the lantern.

LETTERS have been received from the following persons acknowledging payment of policies: Mrs. Lillie M. Hawey, Mattoon, Ill.; Bro. Mat Sheedy, Omaha, Neb.; Bro. Wm. Dunn, New Albany, Ind.; Mrs. Emma Weldy, Norwalk, O.

UNDER date of July 14, Bro. Herbert, of No. 68, sends for publication an invitation to the B. R. C., B. L. F., B. L. E., S. M. A. A. and B. R. T. to attend a union federation meeting in Ogden, July 31. As this issue cannot be mailed before Aug. 1 it is useless to print the letter in full.

A LETTER from Bro. Murray, Financier of No. 150, says: In behalf of Streator Lodge, No. 150, B. R. T., I wish to extend to Bro. W. A. Sheahan, G. S. & T., our sincere thanks for the prompt manner in which he paid the death claim of our late brother, G. B. Warner. Such prompt attention speaks well for the financial standing of our Brotherhood and ability of our Grand Secretary and Treasurer.

BRO. HAYHOE writes from West Bay City: We are gaining in membership quite fast of late and our members are being promoted rapidly. Business is good and everything lovely, but the most of us feel bad, as we are about to lose our good Superintendent W. A. Vaughn. He takes the general superintendency of the East Tennessee, and his place is filled by Mr. W. J. Martin, our present Assistant Superintendent.

"K. C." written from Chicago: We have, after some hard work, succeeded in organizing a lodge of the B. R. T. on the Chicago division of the Chicago, St. Paul and Kansas City Railway. The efforts of Bros. T. Ash, J. Corrigan and A. Paterson have at last been successful, and a good lot of men have been brought together. The lodge is known as Federation Lodge, No. 70, and was organized June 1st by Third V. G. M. Terrell. Our meetings are held in Fitzpatrick Hall, corner of Roby street and Ogden avenue, 1:30 p. m., 2d and 4th Sundays. All visiting brothers are cordially invited to attend.

The members of No. 81, Fort Worth, Tex., have issued a very neat little circular for missionary work. It folds in six pages of about the dimensions of the Constitution. The title page contains the Brotherhood motto, artistically displayed, and sets forth the aims and objects of the organization. The second page tells briefly but plainly who are eligible to membership. The third page gives a candidate explicit instructions, while the fourth deals with the matter of insurance in a very convincing manner, and at same time explains to the candidate precisely what it will cost him to become and remain a member. Another page is devoted to a calendar showing the date and hour of the meetings held by the local lodge from March to September. The last page is devoted to the names and addresses of the various officers, the board of relief and examining physician. The little folder is neat, attractive and useful, and shows the careful thought and enterprise of the members of No. 81.

Send a Delegate.

It is absolutely necessary for the welfare of the Brotherhood that every lodge in good standing elect a delegate to Los Angeles, and see to it that he attends. Last October at St. Paul but 185 delegates attended the convention out of a possible 320. As Los Angeles is much further away from the center of the Brotherhood population it is reasonable to suppose that the attendance will be even still smaller in proportion to the existing number of lodges unless a healthy sentiment on the subject is speedily aroused.

Questions of grave import will come up for consideration at Los Angeles, and it is only by a fair representation of the whole Brotherhood that they may be settled in the sensible and patriotic manner that will insure future success for the organization. It will not do for any one lodge to conclude that their failure to send a delegate will make no material difference. It will.

And why do some lodges shirk this responsibility? Because it costs considerable to send a delegate so far. For shame, brothers! Consider a moment how much money the Brotherhood has put into your pocket. Look at the almost innumerable times it has secured a direct raise of pay that has in a single month increased the income of the members of your lodge more than the cost of sending a delegate to convention, besides the countless little advantages it has also secured. Stop a moment and consider how much larger is the whole sum of money drawn by the trainmen of the United States than it was before the organization of the Brotherhood. And what is the future to be? Just what we make it. The most accurately adjusted machine cannot run successfully unless enough money is spent to keep it in prime condition. Neither can an organization. We must keep it in first-class shape. It will pay financially; and every lodge that declines to do its share exhibits a lack of patriotism that is a positive menace to the order. It is easy to see that if all of the lodges should fall into the same degree of apathy the organization would be doomed.

Let us have a rousing representation at Los Angeles. It may necessitate a special assessment in some lodges. What of it? It is money well spent. It is not thrown away. It is not squandered but invested, and you cannot invest it in anything that will bring you so large a return. If you have not elected a delegate do so yet. It is never too late to correct a mistake.

We have a letter from "Alpha," of Los Angeles, that we regret to lay aside, but it is one of those we mentioned last month as coming from our friends who continue the discussion of the Illinois Central question. It is not simply because it is favorable to the JOURNAL that we regret to turn it aside, but because it is brimful of entertaining reading, sparkling wit and stinging sarcasm that amuses, entertains and instructs.

No. 342, Junction City, Kansas, gave its first annual recently, and the local press published excellent reports. The citizens of that city seem to appreciate a good thing and encourage it.

International Labor Congress.

NEW YORK, July 2, 1890.

To the Wage-Workers of All Countries:

Comrades, recognizing the identity of interests of the wage-workers of the world, the great bond of interest and sympathy which should prevail in the hearts and minds of all toilers, and inasmuch as the government of the United States of America has decided to hold an international exhibition in the city of Chicago in 1893, in celebration of the 400th anniversary of the discovery of America, and being desirous of further cementing the friendly feeling and the necessary unity of action and concentration of thought for an amelioration in the condition and final emancipation of the toiling masses, I take pleasure in notifying you that an International Labor Congress will be held in the city of Chicago during the time of the exhibition.

The object in holding the convention is to formulate and discuss the very many questions affecting our interests and to give a greater impetus to the cause of progress and civilization, and to make known to the world by our unalterable determination that we insist upon being larger sharers in the world's progress.

We extend to you a kind and fraternal invitation to attend this International Labor Congress, and we appeal to you to hold no other International Labor Congress in any other country during 1893.

It is our intention to have the Congress in a position to discuss the question of labor from a broad and liberal standpoint, embracing as wide a scope of economic thought as the world itself.

A temporary executive committee, consisting of two from each country and five from America, will be appointed in a short time to act until conventions are held.

When each National Industrial Congress shall meet, we ask them to appoint a committee of two to act as a permanent executive committee on behalf of their country. In the United States each national trade or labor-union is requested to appoint one at their respective conventions, or if conventions are not held in time the executive officers, if they have the power, are requested to appoint their delegate.

Permit me to assure the organized working-men of the world that everything will be done within our power to make their stay in America both pleasant and interesting, and our Congress a credit to the great cause we have the honor to represent.

The details of arrangements will be communicated to you from time to time.

Address all communications to

Yours fraternally,

SAM'L GOMPERS, President.
21 Clinton Place, New York City.

1 By order of the American Federation of Labor.

The Labor Question in Europe.

In recent years the labor question has been so widely agitated and discussed that anything concerning it is of deep interest to all classes of people, and the opinion of a man so competent to write on that subject as Mr. John Burns, who, it will be remembered, was closely connected with the strike of the dock men in London, will be read with special appreciation. Frank Leslie's Illustrated Newspaper for the week ending June 21st contains an article written by that gentleman on "The Labor Question in Europe." This article, written in a comprehensive style, gives clearly and briefly an outline of the present condition of the labor party in the various countries of Europe, and we recommend it to our readers as most interesting.

The following letter was accidentally missed in making up the correspondence columns:

EDITOR JOURNAL:—In the May JOURNAL I see an article headed "A Brotherhood Building," and although I am a new member of the Brotherhood I will try and advance a few ideas on the subject. I think we can have a building in the course of a year or two that we will be proud of, and that we can raise the money in a way that will not come hard on any brother when he is out of work and in need of money, which a special assessment would most likely do a great many. Now I think that a voluntary subscription list on the following plan would be a good one: Have the Grand Lodge furnish the subordinate lodges with subscription lists headed something like the following: We, the undersigned, subscribe the amount set opposite our names toward a building fund, to be used for the purpose of buying a lot and erecting a building thereon to be used as headquarters for the grand officers of the Brotherhood of Railroad Trainmen, the location of such headquarters to be left to the next annual convention. The amount subscribed to be paid in cash at the time of subscription. The subordinate lodges to appoint some one member each month to take subscriptions, and the list and the amount of subscriptions to be forwarded monthly to the G. S. and T.

In this way I think we can raise a fund and it will not be a hardship on any one, and every brother that has the good of the Brotherhood at heart will do all he can towards the fund. Now let us hear from some of the other brothers on this subject. Hoping that this will dodge the waste basket I remain,

Yours in B. S. & I.,
E. P. KUHL.

Colorado Cities and Places.

This is the title of a pamphlet just issued by the passenger department of the Chicago, Rock Island & Pacific Railway. It comprises sixty pages of valuable information, relating to some of the principal cities and resorts of Colorado, with fifty-two beautiful illustrations of different scenic views and localities, engraved from original photographs, and which have never before appeared in any work of this kind. In the last two supplementary pages a carefully revised list is given of the leading hotels, restaurants, etc., in the cities and places described, with the names of their proprietors, the rates per day or week, and the character of accommodations provided. Copies will be mailed free to applicants in any part of the world, on receipt of 4 cents each for postage. Address JOHN SEBASTIAN, General Ticket and Passenger Agent, C. R. I. & P. Ry., Chicago, Ill.—Adv.

Premium Charts.

Now that new JOURNAL Agents are coming into office in many lodges we desire to call their attention to the fact that they can still get a B. B. B. chart as a premium for sending in one new subscriber. The chart can go either to the agent or to the subscriber, and is sent securely packed and postpaid. It is a beautiful lithograph in many colors, vividly portraying the vicissitudes of the trainman's life, and would not be out of place in a drawing room. It is precisely like the chart now sold for one dollar, except the word "Brakeman" appears instead of "Trainmen." Any person who sends one subscription and asks for the chart will receive it.

The Following is a Statement of Claims Paid in the Month
of June, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
847.	G. M. Church.....	Peoria, Ill.....	\$ 1,000 00
848.	Geo. W. Nelson.....	Detroit, Mich.....	1,000 00
849.	D. H. Cane.....	Galion, Ohio.....	1,000 00
850.	W. J. Kinkead.....	La Grange, Ore.....	1,000 00
852.	D. L. Moore.....	Chicago, Ill.....	1,000 00
853.	R. B. Meanor.....	Newark, Ohio.....	1,000 00
854.	Mrs. Ann Lee.....	Carbondale, Pa.....	1,000 00
855.	M. M. Lowery.....	Windsor, Ont.....	1,000 00
856.	Frank Horn.....	Amboy, Ill.....	1,000 00
857.	Alexander Garrick.....	Salt Lake City, Utah.....	1,000 00
858.	Mrs. Johannah Rafter.....	Jersey City, N. J.....	1,000 00
859.	Mrs. Elizabeth Gill.....	Philadelphia, Pa.....	1,000 00
860.	Edward Moyles.....	Scranton, Pa.....	1,000 00
861.	Mrs. Sallie E. Whitcraft.....	Toronto, Ont.....	1,000 00
862.	Mrs. Ella Warner.....	Streator, Ill.....	1,000 00
863.	Peter Conley.....	Pittsburg, Pa.....	1,000 00
864.	Mrs. M. L. Brown.....	New Castle, Pa.....	1,000 00
865.	Wm. Keegan.....	Jersey City, N. J.....	1,000 00
867.	Mrs. F. Hughes.....	Baltimore, Md.....	1,000 00
868.	Mrs. Catherine English.....	Negaunee, Mich.....	1,000 00
869.	Mrs. Martha Wood.....	Uniontown, Pa.....	1,000 00
870.	Mrs. A. H. Gregg.....	Girard, Kas.....	1,000 00
871.	Mrs. Emma Weldy.....	Norwalk, Ohio.....	1,000 00
872.	Miss Neva Grimes.....	Camp Point, Ill.....	1,000 00
873.	Mrs. Julia Crozier.....	Cleveland, Ohio.....	1,000 00
874.	Peter Mack.....	Conneaut, O.....	1,000 00
Total.....			\$26,000 00
Amount in Beneficiary Fund June 1st, 1890.....			\$ 2,448 06
Amount received during month of June, 1890.....			27,690 00
Total.....			\$30,138 06
Amount paid in Claims during month of June, 1890.....			26,000 00
Amount in Treasury in Beneficiary Fund July 1st, 1890.....			\$ 4,138 06

The absence of the Grand Master accounts for the large amount on hand in beneficiary fund July 1.

Attention!

Notice of assessments 86 and 87, grand dues notice and annual report blanks were mailed to all lodges August 1st. Any lodge failing to receive them will please notify the G. S. and T. without delay.

The attention of every member is called to sec. 3 of art. IX, constitution subordinate lodges:

At the time of the admission of a member by initiation or withdrawal card, the readmission of an expelled member (except when expelled for non-payment of dues and re-admitted within sixty days thereafter), the financier shall forward the amount of \$1.50 for his grand dues, to the G. S. and T., in order to have his name placed on the grand register and secure his benefit policy, and regularly thereafter the grand dues of each member shall be \$1.50 per annum, payable on or before the first day of September of each year. *The financier shall collect this amount from each member on his rolls, and forward the same so that it will reach the G. S. and T. on or before the tenth day of September of each year.* Any member failing to pay his grand dues as above stated shall stand suspended from all benefits of the Brotherhood until such arrearage is paid."—Art. IX, sec. 3.

I am informed that the officers of some lodges have been delivering policies to their members without sealing or signing them, and in other cases have certified to the signature of the assured when in fact he had not signed the policy

and in several cases died without signing it. A little closer attention to this matter will save us a great deal of trouble in settling the claims of our members in the future. If you have overlooked this matter in any case kindly remedy it at once. See that the policies of all your members are properly signed by the assured and witnessed by the proper officers and sealed with the lodge seal. If the members will examine their policies and see that they have been properly signed and sealed it may be the means of avoiding considerable delay in the adjustment of their claims and a great deal of annoyance to their beneficiaries.

W. A. SHEAHAN,
G. S. and T.

Expulsions and Suspensions

REPORTED TO JULY 20TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues:
Lodge No. Lodge No.
73-B. B. Korn— 142—Robert Orr;†
201—Jas. H. McIntosh;‡ 303—Driscoll—

—Unbecoming conduct.

† Drunkenness.

‡ Contempt.

* General principles.

SUSPENSIONS.

98—J. M. Johnson, 60 days, non-attendance.

*** Grand Lodge ***
(OF THE)

Brotherhood of Railroad Trainmen.

August Assessment Notice—Nos. 86 & 87—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges: GALESBURG, ILL., AUGUST 1st, 1890.
 Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. or Lodge.	CLAIM.	DATE.	CAUSE.
866.. F. M. Crowell.....	12	Death.....	1890 Apr. 25	Consumption.....
867.. Samuel Hughes.....	124	Death.....	Apr. 29	Killed coupling cars.....
868.. Ed English.....	339	Death.....	Apr. 29	Fell from train, died from injuries.....
869.. W. J. wood.....	331	Death.....	May 1.	Fell from train, died from injuries.....
870.. Charles Gregg.....	167	Death.....	May 3.	Consumption.....
871.. J. M. Wildy.....	79	Death.....	May 12.	Consumption.....
872.. L. L. Grimes.....	24	Death.....	May 15.	Fell from train, instantly killed.....
873.. Charles Crosier.....	132	Death.....	May 20.	Typhoid fever.....
874.. Peter Mack.....	289	Disability	June 4.	Left hand cut off coupling cars.....
875.. Elmer Bright.....	28	Disability	Dec. 13. 1890	Fell from train, right foot crushed.....
876.. John Sellers.....	15	Disability	Jan. 3.	Left hand crushed coupling cars.....
877.. George W. Kestler.....	67	Death.....	Feb. 13.	Fell from train, died from injuries.....
878.. Thos. Mulherin.....	153	Death.....	Mch. 25	Typhoid fever.....
879.. George Bosworth.....	217	Death.....	Mch. 31	Crushed coupling, died from injuries.....
880.. R. W. Shallcross.....	45	Death.....	May 12.	Died from injuries received in wreck.....
881.. H. A. Birch.....	160	Death.....	May 15.	Fell from train, instantly killed.....
882.. A. W. Murray.....	168	Death.....	May 17.	Fell from train, instantly killed.....
883.. Lloyd Thrash.....	183	Death.....	May 17.	Struck by train and killed.....
884.. Ely Rynell.....	95	Death.....	May 18.	Pneumonia.....
885.. Patrick Egan.....	182	Death.....	May 19.	Killed switching.....
886.. J. F. Cason.....	233	Death.....	May 20.	Consumption.....
887.. James Martin.....	172	Death.....	May 29.	Run over and killed.....
888.. H. M. Blain.....	43	Disability	May 29.	Right hand mashed coupling cars.....
889.. Michael Nalty.....	336	Death.....	May 30.	Run over and killed.....
890.. R. E. Hurley.....	242	Death.....	May 30.	Killed coupling cars.....
891.. F. W. Denlear.....	311	Disability	June 4.	Left hand cut off coupling cars.....
892.. M. M. O'Brien.....	21	Death.....	June 5.	Fell from train, instantly killed.....
893.. G. W. Smith.....	187	Death.....	June 10.	Fell from train, instantly killed.....
894.. John Quinn.....	146	Death.....	June 12.	Killed coupling cars.....
895.. F. C. Geiger.....	247	Disability	June 14.	Run over, left leg cut off.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing August 31st, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of September, 1890, for every Member who has paid August dues. **See Article XIX., Constitution of Subordinate Lodges.**

Fraternally Yours,



GRAND SECRETARY AND TREASURER.



THE

Railroad Trainmen's Journal.

Vol. VII.

SEPTEMBER, 1890.

{ NEW SERIES No. 9.
OLD SERIES No. 79.



JOHN BURNS.

JOHN BURNS.

During the great strike of the dockmen of London, when, it is said, the largest number of men ever engaged in such a struggle was drawn into the movement for fair wages, the name of John Burns first became famous. Long before this he was well known in England as a labor leader of more than common ability, but the great strike made his name familiar on this side of the Atlantic, and his successful work at the time has established his reputation as a remarkably strong labor advocate. In a recent issue, Leslie's Illustrated Newspaper publishes his portrait, which we present, with the following comment:

Mr. Burns is in some senses a rather remarkable man. An early student of Ruskin, Carlyle, and Adam Smith, he became deeply interested in the condition of the labor classes, and he has brought to the solution of the questions which concern them a measure of intelligence and a breadth of comprehension which very few of the labor leaders seem to possess. He has the rare merit of not "slopping over," having a very clear impression as to his own capabilities and the value of the work he is able to do. He was educated at Christ Church School at Battersea, and as a boy was remarkable for his courage and combativeness. He served as an apprentice at general engineering, and then was employed for some time in making telegraphic working instruments, etc. Afterward he spent two years on the west coast of Africa. He began to attract attention as a labor reformer about seven years ago, when he appeared as a speaker at meetings of the unemployed workmen of London. He presently became prominent in his trade-union, and then as a candidate for Parliament in Nottingham in 1885. When an effort was made to put down public meetings at a certain point in London he contested the right of meeting at the risk of imprisonment, and from that time on his career has been in the full glare of publicity. He has been conspicuous in all the movements which have resulted in combining the workingmen of London in support of demands which have received wide recognition at the hands of the employing class. Last year he was elected a County Councillor for London,

and it is believed that he will soon attain higher honors. He is a prodigious worker, and in the recent strikes in London he showed a power of endurance which has rarely been matched, no less than a sagacity which has won for him the regard of very many who do not at all assent to the justice of his particular views.

French Executions.

A Vivid Description of Death by the Guillotine.

The mode of capital punishment which is popular enough to remain in vogue through a long term of years reveals much of the character of a people. The Pittsburg Leader gives a vivid description of the methods of the Parisian police in dealing with criminals, and of the dramatic style in which they are finally disposed of:

One of the many innovations introduced by the Paris secret service is the French system of measuring criminals. This has been partially adopted in this country and England with much success. M. Bertillon, a clever aid of Mace, is the inventor. It is known in France by the somewhat scientific title of Anthropometry. The implements used are two small measures. One is shaped something like the instrument used by a shoemaker in taking the dimensions of the feet of a customer. It is a plain carpenter's rule with a sliding scale attached at right angles. This is properly called the sliding compass. The other is a circular arrangement, also with a movable scale. This is the thick compass. As soon as a prisoner is arrested and brought to the station house he is immediately measured and the figures placed opposite his name, occupation, address, etc., in the blotter. At the same time he is made to open his eyes so that the color can be taken. His body is examined and any birth-marks, tattooed emblems or physical deformity carefully noted and jotted down in the book. Should the prisoner resist, he is at once clapped into a straight-jacket and his bearings taken. "I regard this system," says M. Mace, "in some instances better than the old style of photography. We avoid contortions, grimaces, etc., which prisoners frequently resort to in order to escape future detection. The record is almost perfect and many criminals have been identified by referring to the pages of this register."

The sliding measure is made to take the proportions of the body lengthwise, while the thick measure is for the head, the face, roundness of arms, legs and trunk. The measurements of height taken by the sliding apparatus give the dimensions of the prisoner in his bare feet. There has been some objection raised to this system on the ground of cruelty. As every person under arrest has to suffer anthropometry, it has been sometimes a source of great annoyance to people who have been acquitted of a misdemeanor, who object to their bodily defects being on file. M. Mace consoled these unhappy people with the cold comfort that they should have avoided in the first instance getting into the hands of the police. This is a bit of advice easily to be observed in Paris, where arrests for personal or political spite are unknown, and a clubbing gendarme would be a curiosity.

To the ignorant, however, the measuring is full of ghostly suggestion. Every gamin and every vagabond knows that just before the condemned is hurried away to the guillotine he is measured for the last time, and anthropometry is looked upon by criminals, outside of other considerations, with well-founded dread.

When sentence of death is pronounced on a criminal at the court of assizes, where he is tried by judge and not by jury, and where he is allowed almost unlimited freedom in his methods of defense, he is brought to La Roquette, the Tombs of Paris, to await his execution. He is placed in that part of the prison reserved for condemned criminals, but which has not the suggestiveness of "murderer's row." He has a very short time before him—two months at most—before his head is gathered into the basket. So much latitude is allowed at the trial that red tape appeals are very rare.

Sometimes there is hope of a pardon from the president of the republic. M. Carnot is not very free with these documents, but M. Grevy, his predecessor, was called the "father of criminals" by his political enemies on account of his clemency. The execution always takes place at an hour before dawn, and its date is supposed to be kept secret. The press, however, is always on hand, and all Paris knows within a week when the interesting event will occur. All but the luckless prisoner. He is kept in total ignorance of his doom unless some kind friend smuggles in the news. Tickets are given out to a favored few by the government, entitling the holder to an orchestra chair or a seat in the gallery. They are also on sale at the principal

cafes in the boulevards, and there is always a good house at the soirees or rather matinees—as they are called—of Para Delibler, the official headsman of Paris.

An hour before the curtain rises the prisoner is awakened and the cheerful intelligence of his doom broken to him by his confessor. He is then hurried, often still dazed with sleep, to the office of the prison, where he at once goes through that dismal ceremony known as the last toilet of the condemned. There is no death watch, no last breakfast with its inevitable beefsteak, fried potatoes and eggs. The free cigars are missing, and so are the tears and farewells of a train of tender-hearted turnkeys. The Frenchman goes to the scaffold on an empty stomach. The doctors eat the breakfast. Nevertheless, with all these disadvantages, the guillotine and its attendant ceremonies are quite dramatic. It would never be French without a proper display of red fire and a little slow music. Much is made of the toilet, and the subsequent march to the scaffold is operatic and fully recompenses the sympathizer for previous lack of melodrama.

For several nights before the performance of the tragedy the Place de la Roquette is taken possession of by a howling mob of the worst characters of Paris. These seem attracted to the scene as bees, led on by the smell of blood, will surround a slaughter house.

They jest, sing and make night hideous waiting for the time when the news of the beheading within shall have reached them. It is impossible to see anything. The high walls, the close batten gates, and the sentinels, reinforced by soldiers, present a formidable barrier to the intrepid and morbid sight-seer.

The modern guillotine looks something like an old-fashioned scale. On a pedestal there are two parallel columns, set at a proper interval. On the inside of each of these columns there is a groove in which the knife fits and runs. Underneath the knife and between these grooves is a long board with a semi-circle chiseled out at one end. This is almost the counterpart of the boards ladies have for sewing or cutting out gowns. The semi-circle, however, is smaller, and made to fit an ordinary neck. The parallel columns are movable, and can also be adjusted to the requirements of the executions.

There are different sized boards for different sized people; a glance at the police blotter giving the exact measurement for a comfortable fit. A "basket," so called, which is nothing else than a bath-tub lined with zinc, receives the head. As soon as

the prisoner, dressed in his best suit of clothes, has been measured and registered. M. Deibler, the headsman, places his signature across the blotter, and the history of the condemned man is finished. He belongs to his executioner.

He is made to sit on a low stool, while one of the aids binds his legs with knotted cord. These ligatures are wound around the lower part of the leg near the ankle. Another deputy sheriff ties the hands together. The cord is knotted "for precaution's sake," according to M. Mace. Two other cords are tightly drawn around the shoulders and are fastened in one big knot with those binding the hands. These tight ligatures compel the "patient" to hold his head erect, throw back his shoulders, and present a military appearance.

A last binding unites the legs with the hands, tying the man up in a heap until he resembles a fowl dressed for roasting.

"Thus prepared," says M. Mace, "the man walks slowly"—as well he might—held up by deputy sheriffs, until he reaches the board with the semi-circular end underneath the fatal knife. As this board is long, the sawed-off end, with its place for the head, rests up in the air, in the manner of a see-saw. The condemned is placed face downward on this board, which immediately rights itself, by reason of his weight. The victim, bound and tied as he is, is simply helpless. Above him, at an oblique angle, is the knife. Attached to the knife are two eighty-pound weights, operated by pulleys. The signal is given and the pulleys freed. The knife at once descends with lightning rapidity, and with one fell stroke severs the head from the body."

The head tumbles into the zinc repository and all is over. The modern guillotine has been so improved that the headsman is simply a figure head. He touches a button and the machine does the rest. It has been proposed to attach the mechanism of the guillotine to an electric wire, and, by touching a button—placed, perhaps, near the head of his bed—the future executioner of Paris can perform his duties without being present at the scene of action, and return to his warm couch and morning nap conscious of having done a good deed.

A Swiss Locomotive.

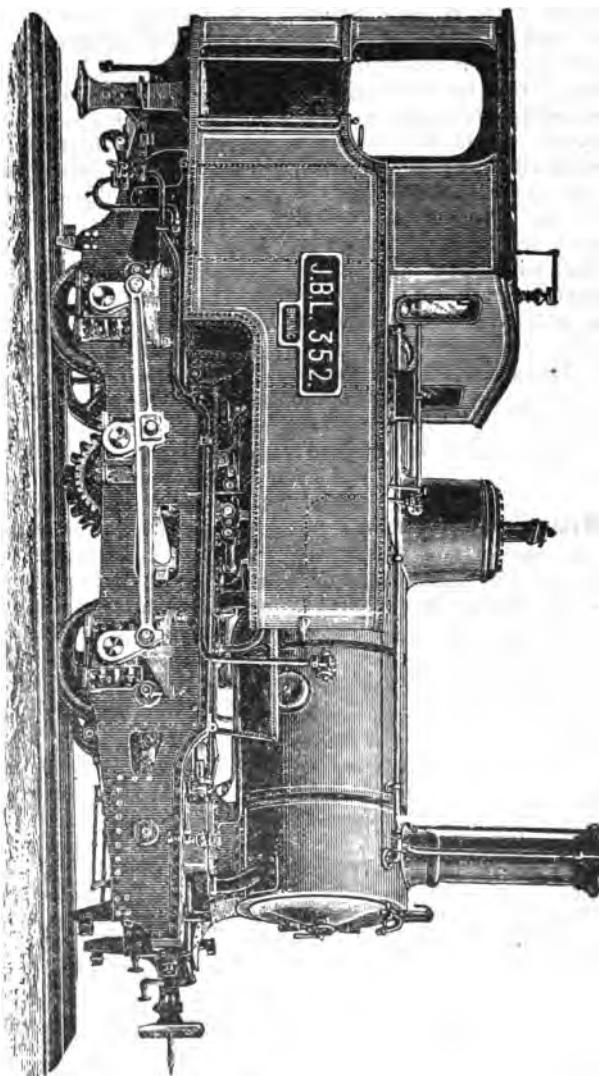
The Railway Engineer recently published the following article descriptive of a Swiss mountain engine:

The Brunig line on leaving the mountain is laid with a rack rail, the

maximum gradients being 12 in 100. The total length of this line is about 16 kilometers, but as there are two short lengths of ordinary line the locomotives had to be constructed to work both in the ordinary manner by adhesion as well as with a rack rail. The lengths of ordinary line being very short it was decided to build the locomotive with only two cylinders and to couple the rack gear direct with that of the wheels. Several of these locomotives have been in service since the spring of 1888, and the results have proved that this system is all that is required to fulfill all exigencies of the service.

The engine hauls up gradients of 12 in 100, a train weighing 40 tons at a speed of 10 kilometers per hour. The novelty in the design of the locomotive consists in that the cylinders and all the rack gear are placed entirely between the frames. The coupling rods of special construction, as shown in the illustration, are placed outside the frames and drive the carrying wheels. The two cylinders are cast together. The pistons work on to an intermediate axle, the bearings of which are carried by interior frames connected to the cylinders. The valves are above the cylinders and are easily accessible from the outside. This construction gives the engine a relatively small weight as compared with its power, an important condition for mountain locomotives.

It is mounted on frames so that the surface of the water is horizontal on a gradient of 6 in 100. The water guages are placed in the middle of the boiler against the dome so as not to be influenced by the changing inclination of the surface of the water. The locomotive is fitted with three different brakes. 1. The air brake on the Righi system which works when the engine is descending the incline. 2. A friction brake working on to the intermediate axle. 3. A



A SWISS MOUNTAIN LOCOMOTIVE. (See Page 516).

friction brake working on to the toothed wheel keyed on to the front axle. This brake acts only in the event of a rupture taking place in the rack gear. Besides these brakes the train is fitted with Klose's patent continuous and automatic steam brake, which is worked by the driver. The steam pipe for this brake is also used for warming the carriages.

The principle of the Klose steam or compressed air brake is as follows: The brake blocks are pressed against the wheels by the strong spiral springs which are held off by a system of levers worked by the steam or compressed air cylinder. As soon as the steam or compressed air escapes from the pipe, the springs being no more held, operate upon the shoes. Thus every separate vehicle in the train is automatically braked. The metal couplings of the steam pipes are flexible.

The Mystery of the Sphinx.

[Written for the JOURNAL.]

There is more in the night than the stars,
There is more in the day than the sun's flashing
bars
That lights up the song of the streams,
And ripens the fruits by its beams.

The study of mythology has given rise to much speculation as to its origin and the general laws of its interpretation and the character of myths. In contemporary education a myth is an idea or fancy presented in the historical form. []

In the early stages of society, this beautiful poetic faculty seemed to have been cultivated to a greater extent. Mythology gives us the theology of the ancients, with that interesting dramatic expression so peculiar to its construction. If we must know of the ancients, their history, religion, tradition and manners we must become conversant with their mythology, for it contains, intermingled with its mystery, many recognized historical facts.

Some of the early writers have

asserted, that the gods, equally with the heroes, were originally men, and all the tales about them were only human facts sublimed and elevated by the imagination of pious devotees.

Mythology had been frequently introduced, in the remotest periods, to give force and character to a great good or a great evil; or impress upon the people some inspiring chapter of their country's history. Lord Bacon says: "The mythology of the Greeks, which their oldest writers do not pretend to have invented, was no more than a light air, which has passed from a more ancient people into the flutes of the Greeks, which they modulated to such descants as best suited their fancies." While this may be, and in all probability is true, the Greeks were one of the first to take up the scientific study of mythology.

In connection with these remarks I desire to mention, briefly, the history of that celebrated myth, the Sphinx. It was a favorite subject of ancient art, and appears in bas-reliefs and decorations of arms and furniture, in Egyptian, Grecian, Assyrian and Babylonian sculpture; indeed this popularity of the Sphinx seems to have revived in this practical age.

In the Egyptian hieroglyphs, the Sphinx bears the name of *Neb*, or lord, and *Akar*, or intelligence, emblematic figures of intellect and force. The form has a human head and the body of a lion; the wings added to the sides are of a later period, and are not considered of Egyptian origin. The most remarkable Sphinx is the Great Sphinx at Gizeh, a colossal form, hewn out of the natural rock, and lying three hundred feet east of the second pyramid. It is sculptured out of a spur of the rock itself, to which masonry has been added in certain places, to complete the form, and measures 172 feet, 6 inches long, and fifty-six feet high. Immediately in front was dis-

covered in 1816, a small chapel bearing the inscription, "the sun on the horizon;" it was under this name that the Sphinx was worshipped, or more correctly the attribute of the Creator that the Sphinx represented. The beauty and grandeur of the Great Sphinx have attracted the attention and admiration of travelers, yet, it was not until 1852 that its age was proved to be that of the pyramids.

In modern times the Sphinx has been made the symbol of silence, secrecy and antiquity.

Hesiod, that sweet and chaste poet who sang when Homer lived—the Greeks ordered their children to learn his verses by heart, so pure were his moral instructions—he tells us of the Theban Sphinx:

It was a monster which had the head and breasts of a woman, the body of a dog, the tale of a serpent, the wings of a bird, the paws of a lion and an human voice. The Sphinx had been sent into the neighborhood of Thebes, a city in Greece, by Juno, who wished to punish the family of Cadmus, which she persecuted with immortal hatred, and it laid this part of Boeotia, a country of Greece, under continual alarms by proposing enigmas, and devouring the inhabitants if unable to explain them. In the midst of their consternation, the Thebans were told by the oracle, that the Sphinx would destroy herself as soon as one of the enigmas she proposed was explained. In this enigma she wished to know what animal walked on four legs in the morning, two at noon and three in the evening. Upon this, Creon, king of Thebes, promised his crown and his sister, Jocasta, in marriage to him who could deliver his country from the monster by a successful explanation of the enigma. It was at last happily explained by Oedipus, who observed that man walked on his hands and feet when young or in

the morning of life, at the noon of life he walked erect, and in the evening of his days he supported his infirmities upon a stick. The Sphinx no sooner heard this explanation than she dashed her head against a rock and immediately expired.

Some mythologists wish to unridle the fabulous traditions of the Sphinx, by the supposition that one of the daughters of Cadmus invested the country of Thebes by her continual depredations, because she had been refused a portion of her father's possessions. The lion's paws expressed, as they observe, her cruelty, the body of the dog her lasciviousness, her enigmas the snares she laid for strangers and travellers, and her wings the despatch she used in her expeditions.

TIM FAGAN.

A Half Century of Progress.

Charles Parsons, speaking on "Railroads in 1840," at the opening of the St. Louis Merchants' bridge, is reported as saying:

In 1830 the town of Chicago was laid out by an engineer named Major J. M. Bucklin. The population of the place was then 45 whites and some Indians. In 1835 Maj. Bucklin was employed to survey the route and make estimates of the cost of the proposed Illinois and Michigan canal, intended to connect the lakes with the Illinois river. On completion of his work he reported that owing to its great cost it would be more judicious to build a railway than to excavate a canal. The people of Chicago burnt him in effigy in response to this monstrous proposition. Soon after this he was employed to superintend the construction of the Northern Cross railroad from Meredosia to Springfield. The road was opened to the bluffs, 7 miles, in November, 1838.

The first railroad built in the United States after the Quincy granite tramroad of 4 miles to Boston was

the Baltimore and Ohio road, which was opened to Ellicott's Mills, 15 miles, and run by horses until 1833, when a locomotive was bought. To South Carolina belongs the honor of commencing the second road, in 1830, and which, when finished in 1832, was 135 miles in length, being the longest continuous line at that time in the world. The total mileage of railroads in the United States was 23.

In 1840 Daniel March, a student of Yale college, wrote a poem commencing as follows:

There were noble steeds in the days of old,
They were fierce in battle and in danger bold,
They clanked in armour and shone in gold,
And they bore their riders with lordly pride,
But the iron horse, there were none like him
To whirl you along until your eye was dim,
Till your brain was crazed and your senses swim
With the dizzy landscape on either side.

At that time the railroad was not complete from Albany to Buffalo, there being a gap between Auburn and Rochester, and another one between Batavia and Buffalo. I walked over the first in 1840 and rode in the stage over the other. In the whole state of New York the mileage of railways was only 373; in Maine, 14; New Hampshire, 37; Rhode Island, 43; Massachusetts, 306; Connecticut, 94; New Jersey, 197; Ohio had a small part of the Mad river road, 38 miles, from Sandusky to Tiffin; Michigan had five small incomplete lines, in all 119 miles; Illinois the line between Mere-dosia and Jacksonville. In all the country west of the Mississippi there was not a mile of road; in Kentucky, a line of 29 miles between Lexington and Frankfort; in Tennessee, none; in Alabama, a line of 46 miles between Montgomery and Franklin; in Georgia, 274 miles; in South Carolina, 205 miles; in North Carolina, 91 miles; in Virginia, 302 miles; in Maryland, 204 miles; in Delaware, 39 miles, and Pennsylvania comes last and longest of all with its total

of 635 miles. Total in all the states, 2,818 miles, of which a large part were strap-iron rails made like our street railroads, only much more substantial than we now make those. On the road from Pontiac to Detroit, in the '40s, we had a race with a man driving a slow horse in a buggy, and in a mile heat he beat the locomotive. The same rail was in use between Vicksburg and Jackson in Mississippi, and, as I was about to take the cars in December, 1841, there, I was cheerfully informed that snake-heads turned up on almost every trip, sometimes running through the seats and occupants. The locomotive was often of not more than three tons weight, against the 25 to 40 tons of today, and the general construction poor and weak.

The realization of the great future of the railroad system prophesied by Mr. March later in his poem has long since been a thing of the past; the buffaloes and wild horses which he said would be astonished by this iron horse have ceased to exist, and the whole country has been overspread with a network of iron rails; great rivers have been bridged and mountains tunneled, and the 20 to 25 miles an hour of that day changed to the 40 to 60 miles of today, and our limited expresses go flying like the wind from the Atlantic to the Pacific; the 2,218 miles of lines in operation then increased to 9,021 in 1850, 30,635 in 1860, 52,944 in 1870, 83,296 in 1880, and 161,236 in 1889—of which 5,154 miles were constructed in 1889—the capital invested swelled to the sum of more than \$8,000,000,000, more than half the entire valuation of the property of the United States in 1860.

Plain Talk From Mr. Coffin.

Hon. L. S. Coffin, who never loses an opportunity to make an argument for the railroad men, recently wrote to the Railroad Gazette as follows:

I must ask you once more to allow me to appeal to the managers and owners of railroads in this nation in behalf of their employes. I have before me the report of the conference of State Railroad Commissioners with the Interstate Commerce Commission here in Washington, held May 28 and 29 this year. In that report is a synopsis of railway accidents for the year ending June 30, 1890. I will quote here only the list that is directly traceable to coupling cars and using the old hand brake:

"Coupling and uncoupling cars, 300 killed and 6,757 injured.

"Falling from trains and engines, 493 killed, 2,011 injured.

"Overhead obstructions, 65 killed and 296 injured."

Making the terrible total, 858 killed and 9,064 injured—a total for one year, 9,922.

Falling from engines does not always come from poor coupling, and what number must be deducted from the total so as to rightly get at the number due to couplers and brakes, I cannot say, but it is perfectly safe to offset these with those who are killed and injured in collisions and other accidents which could have been prevented if all trains were equipped with power brakes.

Here are, then, 9,922 of these employes who have thus been killed or crippled, and in most cases for life, this last year, as shown by the reports of the railroads themselves to the Interstate Commission. How many of these poor fellows who were reported "injured" have since died from those injuries, God only knows.

Still, with these terrible facts confronting us, some of the high railroad officials come here and oppose the enactment of a broad liberal law requiring the railroads to equip their cars in a reasonable time with safety appliances, which they admit are now at hand and perfectly practical, just

because, to use their own words, "it would be a bad precedent to establish" for Congress to commence legislating to save these 10,000 men who are ground to death under the wheels or otherwise injured yearly.

Gentlemen, every trainman on your roads know that now there is no excuse for longer delay. They know, and know it, too, perhaps better than you do, that there are good, practical automatic couplers, and they know that freight trains can be controlled by power brakes by the engineer, and can you blame these men if they soon conclude they will no longer take such risks as they now run in coupling and breaking with these old death dealing appliances?

I am well aware that some of the more progressive roads are equipping their cars with these safety couplers and brakes, but we all know there are tens of thousands of cars in this country that would not and will not be so equipped in the next decade unless there is a "thus saith the law." This proposed law will not injure any of these go-ahead roads. Why then should they oppose it? Foreign cars will and must come to your road; let the law say such cars must be safe for your men to handle; show that you think more of the lives of your faithful men than of a mere sentiment that says, "let us alone."

L. S. COFFIN.

When the Sword Was Mightier Than the Pen.

A cavalier was no more ashamed of his love of dress or his use of cosmetics than is a modern Parisienne; and the cypress scent, almond powder, and Spanish vermillion on his toilet table did not prevent his risking life and limb in the service of his king or the defense of his honor. The French gentleman was far more mediæval than the burgess; and his ideas in regard to that same honor, in what it consisted and how it

should be preserved, were some of them worthy of Don Quixote himself. To keep it, as he imagined, untarnished, he who had talked high-flown *Phœbus* with the *precieuses* overnight, would often, in the early morning, steal through the Place, his face muffled in his cloak, his plumed felt hat drawn well over the eyes, on his way to the deserted banks of the Seine, or the quiet stretch behind the convent of the barefooted Carmelites, where our friends first learned to know D'Artagnan, and from such an errand he sometimes came back still more quietly, feet foremost, borne upon the shoulders of his lackeys. Young blood was hot indeed which needed such a deal of phlebotomy, and society in a strange condition when the duel was not only a noble pastime, but, as a descendant of the old judicial combat, a criterion of truth, the only means of ascertaining which of two opinions was the correct one. Every difficulty was then a Gordian knot to be untied in the true Alexandrian manner, and cold steel was the sharpest and keenest of arguments, cutting through all sophistries and thrusting conviction home to the most obdurate. The pen was not yet mightier than the sword; there was no writing to *The Times* then; no "personal interviewing" concerning private grievance, no pettifogging among gentlemen; all differences, from creeds to the tying of shoe-knots, could only be settled in one way, and the cavalier used his sword as instinctively as the insect his sting.—From "The Paris of the Three Musketeers," by E. H. and E. W. BLASHFIELD, in August *Scribner.*

Worse than Serfs or Slaves.

Every once in a while we find a description of imported slaves that is worth reprinting. A recent issue of the Chicago Herald contains some interesting remarks on this subject:

The census enumerators in some of the mining counties in Pennsylvania meet with difficulties not experienced by persons engaged in the same kind of work elsewhere. The persons from whom they wish to obtain information cannot give any. They have no knowledge of the language of the country or of any language generally understood. Few of them have ever had a book or pen in their hands.

These creatures come from the mountain regions of Hungaria and Poland, and our census supervisor states that they resemble beasts of burden more than human beings. When they walk on their hands and feet in the low passages of a coal mine they look like real quadrupeds. When one of these human animals is imported it is given a number. This number is marked on a tag which is fastened to his person. It is also entered in a book. A thousand of these tags can be bought at the price of one dog collar. It costs less to "tag" a gang of miners than to mark a flock of sheep after they are shorn or to brand a drove of calves at a spring "round up."

There has been a good deal of rejoicing over the emancipation of slaves in this country and the extinction of serfdom in Russia. The institution that exists in the mining districts of Pennsylvania, and which bears a close resemblance to serfdom and slavery, has received no distinctive name. It is infinitely worse, however, than either of them. The serf or slave had some claims on his master, and could rely on him for protection. He was also sure of support in case he became sick or disabled. He had a name, and such a name as was bestowed on a human being, and not such a one as was given to a dog or mule. He had a home, was talked to, and was rea-

sioned with by his master and the members of his family. There were attachments between them that found expression in kind words and acts. They were loyal to each other and solicitous of each other's welfare. There was no impassable gulf between them. The master did not put a tag on his men as he did on a dressed hog he was sending to market.

AN exchange has this to say about calculating speed of trains: Few persons who travel have any idea of the speed of a train, and wide divergence of opinion is noted whenever passengers endeavor to state the rate at which they are traveling. What is said to be the most accurate method of timing a train and the one common among all railroad men is to count the number of rail joints the train passes over in twenty seconds. The rails on nearly all roads are thirty feet in length, and the number passed over in twenty seconds is the speed per hour a train is running. For instance, if a passenger can count thirty clicks on a rail joint in twenty seconds the train is running at the speed of thirty miles an hour. Actually this method falls a little short, as in the example given above the speed would be nearer thirty-one than thirty miles, but it is near enough for all practical purposes.

Frogs and Switches.

A correspondent of the Railway Age holds forth as follows about the necessity of blocking frogs:

I notice in your issue of the 3rd inst. a quotation from the forthcoming annual report of the New York

state railroad commission for 1889 with reference to frog accidents, as follows:

The board has from time to time recommended to different railroads the insertion of blocks in frogs and between rails to prevent this horrible form of accident. It is reported, however, by many of the railroad companies that the blocking rather promotes than prevents the accidents.

The railroad companies of Michigan, many of them, formerly reported to this commission in a similar way. But our legislature required them to block their frogs nevertheless and since June, 1883, the law for such purpose has been in force. What the practical working of the requirement has been may be seen from the following statistics, taken from the annual reports of this office since 1880, it being the first year that frog accidents were reported separately:

	Killed.	Injured.	Total.
1880.....	4	1	5
1881.....	9	..	9
1882.....	4	17	21
1883.....	4	5	9
1884.....	..	1	1
1885.....
1886.....
1887.....	2	..	2
1888.....

Investigation into the two fatal accidents in 1887 revealed the fact both were guard rail or switch accidents and the rails not blocked in either case.

From the above it will be seen that with a constantly increasing mileage with our frogs and guard rails blocked we are having no frog accidents, and that is a sufficient comment on the claim of the New York companies that blocking promotes rather than prevents that class of accidents. W. C. RANSOM, Dep. Com. of Railroads State of Michigan.

Humor.

"A little nonsense now and then
Is relished by the wisest men."



II.



III.



—Puck.

A Little Corn.

A little corn on a maiden grew,
Listen to my wail of toe,
Caused by the pinch of a too tight shoe,
Instead of a three a number two,
It grew, it grew.
Listen to my wail of toe.

As time went on (as time will do)
Listen to my wail of toe,
The corn waxed red, the maiden blue,
'Twas ten times worse than the grip (kerchew),
Too true! Too true!
Listen to my wail of toe.

She had a seat in the end of the pew,
Listen to my wail of toe,
And a man with another seat in view
Put his cowhide boot on her kangaroo,
Oh, whew! Oh, whew!
Listen to my wail of toe.

—*Echoes.*

"ISN'T that Mr. Dolliver near the chairman?" said Mrs. Pongee to her husband, at a public dinner. "Yes, my dear." "How utterly miserable he looks! Has he been ill?" "Oh, no, he's all right. The poor fellow is booked for a funny speech after dinner, that's all." —Ex.

TERRIBLE PRIVATION.—"I rec'lect very well," said the venerable man, "when the high water at Paducah in '44 kept me a pris'ner fur three days on the ridgepole of a barn." "What did you live on, grandfather?" inquired one of the interested little auditors. "All of them three days, children," said the aged Kentuckian, shuddering at the recollection, "I lived on water!" —Chicago Tribune.

Red Tape in Railroading.

"Talk about red tape in railroading! I got tangled up in it while in New York," remarked State's Attorney Mitchell to an Indianapolis *News* reporter.

"We took a train on a little railroad to one of the summer resorts, and, Mrs. Mitchell feeling ill, I asked the brakeman to turn one of the seats for us. He said he would like to accommodate me, but I would have to speak to the conductor. I spoke to the conductor, and he declared he would be delighted to accommodate me, but I would have to get an order from the superintendent.

"So I telegraphed to the superintendent and got an order to turn down the seat. I gave the order to the conductor, the conductor passed it over to the brakeman, and the brakeman turned the seat."

Woman's Department.

MISS NELLIE CHESBORO is editor and publisher of the Gravity Echo.

KANSAS is credited with having over thirty ladies engaged in newspaper work, and they are said to be making it profitable.

MRS. M. D. HOWE, of Dubuque, Ia., recently made a commendable display of nerve. She was suddenly confronted by a tramp, who, with drawn revolver, demanded that he be shown the valuables the house contained. She quietly led the way into the dining room and while he was eagerly packing up the silverware, slipped out, turned the key in the door and running to the nearest telephone called out the patrol wagon.

WORK has been begun on the Woman's Temple in Chicago. The building, which is to be occupied by the W. C. T. U., will be erected on the corner of La Salle and Monroe streets. A building was once begun upon the site by Marshall Field & Co., but only the foundation completed. These massive stone pyramids which cost one hundred thousand dollars, are being removed because they are not considered safe for the mammoth building to be erected.

AN OLD gentleman whose sons and daughters were unusually successful in life, used to remark that the secret of their success was in the fact that they began their business careers in infancy; that they were made to understand that they were partners in the home as soon as they could talk; that they owned a part of it and that the happiness of the whole household depended partially upon them. Those who look carefully to the welfare of their children, soon learn that they should have the freedom that cultivates manly and womanly independence. On this subject a contributor to Woman's Work offers this sensible advice: Don't be afraid to show the children that you love them. The girl or boy will not easily go wrong whose arm is twined lov-

ingly around mother's neck, or whose head is welcomed to its happy cuddling-place on father's shoulder. It is by their affections that children are most easily held and guided; and the firmest rein is the invisible chord of love. It is good to humor children in following their natural bent in all right and helpful directions; encourage all inclinations towards books, mechanics, music, and healthful sports out of doors. As education comes more and more to include the development of a natural aptitude, it will be more and more successful. It is well to help your children in preserving their individuality, and cherishing a true self-respect. Teach them the value of money, and to manage their own financial affairs. This will give them important experience.

Speaking Correctly.

Every person wants to make as good an appearance as possible upon all occasions, and in these days of slang, when it is so easy to depart from the path of pure English, a little care in the matter is not a bad thing. An exchange says the young ladies of Wellesley college have decided that they will avoid the following errors:

"I guess so" for I suppose so, or I think so.

"Fix things" for arrange things or prepare things.

The use of "ride" and "drive" interchangeably.

"Real good," or "real nice," for very good or really nice.

"I have studied some" for studied somewhat, or "I have not studied any" for not studied at all.

"Not as I know" for not that I know.

"Try an experiment" for make an experiment.

"Had rather" for would rather, and "had better" for would better.

"Right away" for immediately or now.

"Well posted" for well informed.

"Try and do" for try to do, and "try and go" for try to go.

"It looks good enough" for it looks well enough, or "does it look good enough" for does it look well enough.

"Somebody else's" for somebody's else.

The Recently Appointed Female Factory Inspectors.



MRS. MARGARET GIBSON.



MISS BERTHA L. ASCHOFF.

We give the portraits of two of the recently appointed female factory inspectors. Mrs. Margaret Gibson, of Syracuse, N. Y., is thirty-nine years old and a widow, her husband having been accidentally killed in 1881. She has been a practical worker in factories—shirts and shoes—for ten years. She was president of the Shirtworkers' Union of Syracuse. Miss Bertha L. Aschoff, of Albany, N. Y., is a very bright young woman, who came to the front some years ago during the factory disturbances at Amsterdam, when she was thrown out of employment. Several labor organizations of Albany indorsed her for the present position, while the mayor and city officials of Amsterdam warmly urged her appointment. She is twenty-six years of age.

Once a Week.

Feminine Courage.

Probably the most striking success ever attained by a woman in the field of journalism is found in the work of Mrs. Crawford, of whose beginning in newspaper work a contemporary says: While still in her teens some private letters of her's fell into the hands of a London editor, who was so struck with their vivacity of style and originality of sentiment, that he engaged her as contributor to his paper. Promptly she set herself to work to master the science of politics, which topic is usually avoided by journalistic women as both complicated and uncongenial. A single instance of her power of endurance, memory and determination, indicates the manner of woman

she is, and the spirit with which she faces her duty. On the occasion of the historic debate of May 25, at Versailles, she sat in her place in the loge grillee, which M. Thiers' friendship had procured for her, from early morning until midnight without taking a single note, and carried away all the important points of that extraordinary sitting. Then she returned to Paris and sat up until 8 o'clock the next morning to complete her description of the scene and abstract of the speeches. On March 23, 1871, she made her way alone into the barricaded city of Paris and interviewed the Communist leaders as they sat in council. No harm or insult was offered to the plucky little woman whose ready wit, natural in-

trepidity and sympathy with the people were her only weapons. She has walked the wards of the cholera hospitals amid the dead and dying, and prompted by the same journalistic instinct, has rushed at midnight through a thunder storm, in satin slippers and a ball dress, to the nearest telegraph station to send a description of the dresses.

Care of the Hair.

Writing of the proper care of "woman's crowning glory," in Harper's Bazar, Ella Rodman Church declares that perfect cleanliness and patient brushing are the best restoratives for the thinning and breaking of the hair which is sure to follow the excessive use of pomades, many of which are highly injurious, and the piling up of hair on one head which grew on another. Much of the hair of commerce has been taken from the dead, and it heats and irritates the heads to which it is transferred. This, with the use of applications containing chemicals, has a most disastrous tendency, and many of the victims "have a crown where the hair straggles thinly over a painfully blushing skin, and partings that assume in their frightened eyes, as they look in the glass, the proportions of the gates of Gaza, or have a stubble of short wiry coarse growth, inclined to bristle up, and giving an infinity of trouble to keep in decent order."

Some toilette tables fairly bristle with bottles, boxes and jars containing "dressings" innumerable for the unfortunate locks, which thrive best, if one did but know it, without any dressing whatever but that administered by a well-made, moderately stiff brush, varied by an occasional application of the hands.

People who never indulge in an actual washing of the head, "for fear of taking cold," do not hesitate to wet the hair frequently with bay-rum and other applications, although this is a surer way of taking cold than a brisk washing of the entire head and an equally brisk drying. The latter, too, is far more cleansing and invigorating, and with proper precautions there is no danger of any ill effects.

Gentle and regular friction is the best of tonics to induce a healthy condition of the scalp and to restore the natural beauty of the hair when it has been lost through injurious treatment. A little ammonia in the water used for cleansing acts as a mild stimulant, also a homœopathic amount of

tincture of cantharides. Brisk rubbing of the scalp with a raw onion, and after this a touch of honey, is said to work wonders; but all remedies are useless without regular and persevering brushing—fifty strokes night and morning, beginning at the very roots and going through the entire length of the hair.

Cutting the ends of the hair once a month is often recommended, but it is of little avail unless each hair is taken separately, as scarcely any two are of the same length. This is a task that requires two or three hours in the execution, and it is said to pay if persevered in. Children's hair should not be cut unless it is thin, as the first silken growth is never restored; and with the Breton women, who have magnificent hair, it is always allowed to grow from infancy.

The color of hair has much to do with its beauty, and as a general thing the golden blonde is the most popular. Fortunate is she on whom nature has lavished these shining tresses, which give the possessor such a peculiarly youthful appearance. Many have been the attempts to imitate them with art, but such attempts are sure to terminate disastrously. Occasionally the lovely color is retained even beyond middle age, but ordinarily it is as evanescent as the youth it represents, and the golden-haired girl of sixteen frequently becomes the brown-haired matron of thirty.

Fireside Fancies.

Sister Lu Discusses China, The Home, and The Art of Conversation.

[Written for the JOURNAL.]

The July number of the *Cosmopolitan* contains a continuation of Miss Bisland's account of her "flying trip around the World," the present chapter being devoted to a description of the city and a glimpse of the inhabitants of Hong Kong. The article is also profusely illustrated with sketches which speak more plainly than words of the life of the people.

Anything relating to the inhabitants of China is of peculiar interest at this time, when the subject of Chinese exclusion is assuming a position of more importance than was, perhaps, to be expected. The Chinese ambassador is beginning to show the people of the United States that this "exclusion" is a game at which two can play, and threatens the exclusion of Ameri-

cans from China if the law is enforced here. The picture which Miss Bisland draws of the poorer class is one which excites our pity, but which would not incline us to welcome them to America.

"They toil terribly and incessantly for infinitesimal sums, and by the most minute economies manage to exist—to continue these labors and privations. They are old in youth, parched, callous and dully indifferent. Incapable of further disappointment they exist with the stolid patience of those who expect only stones and serpents, having abandoned all hopes of bread and fish."

Whether or not variety be the spice of life, it is quite certain that a deal of spiciness may be added to the appearance of a home if there be some variety in the arrangement of its furniture. Fortunately, the fashion of setting a parlor with all the furniture placed against the walls and a blank space in the center of the floor is now almost wholly obsolete, but there are still some housekeepers who will arrange the bric-a-brac and furniture in what seems to be a pleasing manner, and so let it remain till at the end of a few months the eye is no longer satisfied and they wonder why the room seems so dull.

This might be remedied, if, on each sweeping day, some little change be made in the positions of the articles in the room, which is surely just as easy as placing everything in exactly its former position. The change may be nothing more than the removal of an easel to another corner of the room, or the changing about of two small tables, or shoving the couch where it will not face the light; however slight the change it will suffice to give variety to the appearance of the room and make it a source of continual pleasure. No matter how elegantly a room be furnished, it needs the evidence of thoughtful arrangements to give it the true *home* look, and the best way in which such care can be made manifest is an occasional re-arrangement.

Not long since I heard a lady remarking on the wonderful sense of order possessed by her two-year-old son, because he seemed so disturbed when he found the chairs in the parlor pushed out of their accustomed places; and I thought it a pity that the mother had so little variety in arrangement that so slight a change should have power to "disturb" a little child.

That conversation is more an art than an accomplishment, goes without saying, yet it differs from the other arts in that it

may be possessed by rich and poor alike; wealth is not necessary to its cultivation, neither is a vast amount of learning. Perhaps it is because it is so easy of attainment that so few seem to consider it worthy their attention, and perhaps it is because there are few people sufficiently unselfish to make a success in this line, for unselfishness is certainly one of the most important essentials in a good conversationalist. One must be always willing to deny himself the pleasure of expressing his pet opinions in order that another may explain his favorite theory. He must at the same time be ready with something interesting to say if he happen to be thrown with some one whose *forte* is not in conversing.

Perhaps one of the greatest tests of one's conversational powers is in introducing strangers and saying just the right things to relieve the embarrassment of an introduction and to give them some subject for conversation when he has left them alone. So many people seem to consider their whole duty ended when the formulæ of "Mr. A, I beg to introduce my friend, Mr. B," is pronounced. Perhaps the gentlemen are both politicians, or scientists, or, perhaps they are railroaders, and, if only the fact were known to them, would find many ideas to exchange, and would make the meeting a most profitable one. But, as it is, they are left to pass remarks upon the weather till the subject is exhausted, then drift away from each other, each thinking how dull the other was.

The lack of a careful education is never so apparent as when in conversation. One may be familiar with all the laws of grammar and rhetoric, and be able to write his thoughts in good form, yet in the hurry of speaking make the most egregious blunders. Our conversation is too often a race of words—each one endeavoring to say all he can before the other can commence. The idea that conversation consists in saying something, whether or not one has something to say, is a great mistake, yet a most common one, and perhaps will partially account for the tendency to gossip. I wish every woman could realize that among the best and most intelligent ladies a gossip is at once set down as malevolent and unrefined. Furthermore, gossip is not conversation any more than bill-posting is the art of painting. Gossip is uttered by means of the tongue, and bill-posting is done with a brush, and that ends the similarity in both cases. The art of conversation consists in having something really worth saying, should occasion require, and expressing it in an artistic manner.

SISTER LU.

**THE RAILROAD
Trainmen's Journal.**

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

SEPTEMBER, 1890.

THE second biennial convention of the Brotherhood of Locomotive Firemen meets in San Francisco September 8. The Pacific coast gets two great national conventions this fall.

FEDERATION is simply higher organization. If it is sensible for laboring men to unite for greater power, why is it not sensible for labor organizations to unite for the same purpose?

THE national convention of the Brotherhood of Carpenters and Joiners, which is held biennially, began in Chicago August 5th. The order is a very strong one, with something like six hundred local lodges.

"THE Duke of Edinburgh," says the Chicago *Herald*, "is not only a clever violin player, but an enthusiastic postage stamp collector." This is indeed good news. When a scion of nobility displays the breadth of intellect necessary to successfully collect postage stamps, it is time to take fresh hope.

THE coming convention of the Brotherhood of Locomotive Engineers at Pittsburgh, will be one of unusual interest on account of the federation question. Mr. Arthur's position is well known. We all understand him to be the implacable foe of federation. Where the majority of the members stand is not so well known, but it is infinitely more important.

TALKING to a reporter recently, Jay Gould declared that he was a slave to his

money, and intimated that the sons of poverty are correspondingly free. We extend to Mr. Gould our sympathy, and assure him that it is sincere enough to lead us to share the slavery with him, if that will lighten his burden. There is nothing in the world to prevent Mr. Gould declaring for emancipation.

IT is said that the most exalted portion of New York's aristocracy, commonly known as the Four Hundred, has formally decided that it is not the proper thing for its members to hold social converse with people who work for salaries. This is a cause for keen regret, but there is no law to prevent the Four Hundred throwing away an excellent opportunity for mental and moral improvement.

A CORRESPONDENT who don't agree with us on the question of federation, writes to know if a man "hasn't a right to oppose federation if he wants to." Certainly. There is no law to prevent a man being twenty years behind the times. He has an undeniable right to oppose all organizations, if he chooses. He is at perfect liberty to buck federation and succeed, as the ancient gentleman did who ordered the mountain to emigrate. He also has a right to butt his brains out against a cliff, if he wants to. The probable loss to the world won't call out any protests.

A SEATTLE man has patented a device for driving cattle from the track when they refuse to respond to the bell and whistle. It consists of an iron pipe through which hot water can be propelled with such force as to reach the stubborn brute just as he is fondly reflecting that nothing but the engine is in danger. This invention will be hailed with delight by every railroad man who has been halted between stations by bovine courage that insisted on trying conclusions with the locomotive, and there is no question about the hot water argument being gleefully used upon the slightest provocation.

WHEN asked his views upon bettering the condition of labor, Prince Bismarck is reported to have said: "Why, when I was a boy only two people in my native village possessed clocks, and all the rest used to go to them for the time of day. Now every hostler wears a silver watch. In my youth half the population went barefooted; now everybody wears shoes."

This may be considered a very good argument for the theory that labor should be satisfied with the many conveniences, and even luxuries, that were unknown to working people a half-century ago. But let it be remembered that the wealth of the world has been rapidly increasing and that labor-saving machinery has totally changed the conditions that once existed. If the toiler enjoys shoes in the shop where his grandfather was barefooted, so does the idler enjoy a private car where his ancestor lumbered along in a stuffy stage-coach. Prince Bismarck misses the point at issue entirely. Labor does not complain of being no better off than in earlier times, but what it does do is to demand an honest share of the wealth it creates, even if it places a gold watch in every toiler's pocket and a bank account at his command.

Who Shall Pay It?

So far the only argument advanced to oppose the equipment of all cars in the United States with automatic brakes and couplers is the great outlay of money involved. The investment would, of course, be a heavy one, and every sensible man will agree that considerable time must be allowed for the work of equipment. The estimate of one hundred million dollars may or may not be a reliable one, but it is easy to understand that so vast an enterprise must be given considerable time.

But with the necessary time given there should be no further concession. The right of employees to work only with rolling stock safely equipped, and the simple justice of having every car and locomotive put into the safest possible condition, should not be yielded one jot. The matter

of cost is an extremely poor argument, because, in the first place, a mere money consideration cannot balance loss of life, and further because, contrary to the argument advanced, it is *not* compelling the roads by law to make an unprofitable investment. There can be little doubt in the mind of every practical railroad man that the prevention of wrecks and general damage to rolling stock that safety equipment would bring with it would soon pay for the extra outlay of money. Beside this we should not forget the large sums of money the companies annually pay on account of injuries to passengers and employees, which could be largely reduced by more perfect equipment. Another very important consideration is the higher speed with which freight trains could be safely run. With all freight trains under the perfect control of the engineers it is easy to see how much better the time could be with the same degree of safety. It should be remembered that saving time is always making money, and this is truer of nothing than a railroad company.

But if all these advantages were not to accrue to the companies for the outlay, and the argument was still advanced that it is compelling them to make an undesirable investment, what then is to be said of compelling the employees to pay out millions of dollars for lives lost because there is not safety equipment? The Brotherhood of Railroad Trainmen alone is carrying a total risk of more than sixteen million dollars, and pays nearly three hundred thousand dollars on it annually. By far the major part of this vast sum is wrung from the toilers to make good the loss arising from improper equipment. To state the case briefly, the cost of safety equipment, or the loss caused by its absence, must be borne by somebody. Now, in common sense and simple justice, who shall pay it: the people who own the property or those who handle it for them?

Labor Laws of Europe.

The plea for laws to protect the toilers of a nation, and especially the women and

children, is a matter of much consequence to every citizen. To dwarf the physical powers of either is to endanger the future generations. It is passing strange that the progressive republic in which we live should be behind even the monarchies of Europe in the matter of protecting the laborer. But it is true. In American factories are thousands of women dragging out a miserable existance in the smoke and dust and fume-laden atmosphere. This alone is bad enough, but the same detestable condition clings to children of almost every age. In view of this fact, a glance at some of the labor laws of the European nations is of special interest. In Great Britain the laws enacted for the protection of women and children who are compelled to labor daily for a living are very complicated. Some of the principle features are as follows: No women or children between the ages of 14 and 18 years are permitted to work more than ten hours per day, with two hours deducted for meals. Children under 10 years of age must not be employed more than six hours daily, and must also have a physician's certificate, showing them to be physically capable of performing the labor. All night work is prohibited for both women and children.

In France children under 12 years of age are prohibited working in factories, except glass and textile factories, and must be allowed every advantage to attend school, and not be employed more than ten hours daily. An ingenious arrangement, regulating the hours of labor for children between 12 and 14 years of age requires that the number of hours they labor each day shall be regulated by the degree of their intelligence and education. That is, those standing well in their studies may labor as much as 12 hours daily, but those more in need of education must not spend more than six hours per day in the factories. Night and Sunday work are entirely prohibited for persons under 16 years and for girls under 21 years.

The republic of Switzerland has, as we might expect, excellent laws relating to

this subject. Night work and Sunday work are prohibited for women, as is also work in the vicinity of dangerous machinery. Children are not allowed to begin work under 15 years of age, and then must not exceed ten hours per day, including their instruction at school. A nation that thus protects its future brawn and brain, may be relied upon to continue its splendid work of the past five centuries, of maintaining a government of the people in the midst of nations ruled by monarchs.

Denmark also has given the matter careful consideration. Children under 10 years of age are prohibited working in the trades, and those between the ages of 10 and 14 years are allowed to be employed but six and one-half hours per day. Between the ages of 14 and 18 years, twelve hours daily are allowed, with an intermission of two hours. The labor laws of Sweden are very similar to those of Denmark. Children under 12 years are prohibited working. From 12 years to 14 years they must labor but six hours daily. From 14 to 18 they are allowed ten hours daily. Night work is allowed for adults only, and the proprietors are made criminally liable for injury resulting through their neglect.

The sturdy people of Germany display their good judgment in the laws protecting children. Child labor under 12 years is entirely prohibited in all the factories. From 12 to 14 years the children may work not to exceed six hours daily, at least three of which must be devoted to necessary instruction. After having passed the age of 14 years, ten hours a day is allowed. Night work, that is between the hours of 8:30 p. m. and 5:30 a. m., is prohibited. The labor laws of Germany are also very strict regarding the precautions to be taken for the health of the employees. Austria also totally prohibits in factories, the labor of children under 12 years of age. Between 12 and 14 years the child may be employed eight hours daily. But child labor is not allowed at all when it is evidently injurious, and, as the general thing, night work for both women and children is prohibited.

In Spain, children are not allowed to begin work until 10 years of age. A curious provision of the labor law is that boys at the age of 14 and girls at the age of 13 are allowed to work five hours daily. Even in benighted Russia, child labor in factories is prohibited until the age of 12 years. From 12 to 17 years children are allowed to work but eight hours daily, and under 17 years night work is forbidden.

With these examples before us of the care and thought shown in the legislation of the republics and monarchies of Europe for the preservation of the health of both women and children who toil in the factories, it seems needless to say that our own nation can learn a valuable lesson by looking across the eastern sea. If any class needs protection it is the helpless, and that class of the helpless upon whom depends, in a measure, the strength and stability of the coming generations.

A Valuable Agreement.

The recent agreement between the trainmen of the Atchison, Topeka & Santa Fe and the company is a valuable one, and the employes whose persistent and determined efforts secured it have reason to be proud of their work. It is profitable to pay good wages to the toilers, for it secures cheerful, and therefore valuable and satisfactory labor in return. A stingy investment is the poorest investment, and a liberal one is always the most profitable. The new agreement will prove to be of mutual benefit to both parties who entered into it.

This agreement went into effect August 1, and provides that passenger conductors on Eastern, Middle, Southern Kansas, Southern and Western divisions, shall receive \$125.00 per month, and passenger brakemen \$60.00 per month; for New Mexico and Rio Grande, conductors \$130., brakemen \$65 to \$70. Freight conductors on local trains will receive \$90 per month of 26 days, and brakemen \$60. On runs admitting of mileage rating, conductors receive 3 cents per mile and brakemen 2 cents per mile, on Eastern,

Middle, Southern Kansas, Southern and Western divisions; on New Mexico and Rio Grande, conductors from 3 1-6 to 3 1-2 and brakemen from 2 1-6 to 2 1-2 cents per mile. In addition to the schedule of wages, of which we have given but a general idea, there are a number of sections covering important points, as follows:

4. On all freight runs of less than 100 miles requiring more than 10 hours to make the run, over-time will be paid if the hours used on the trip exceed 12 hours, in which case all over-time exceeding 10 hours will be paid 30 cents per hour for conductors, and 20 cents per hour for brakemen.

On all freight runs exceeding 100 miles trainmen will be paid over-time for all time used to complete the trip in excess of an average speed of 10 miles per hour at the above rates.

5. Trainmen required to remain on duty over thirty minutes with their train after arriving at a main line terminal station shall be paid at the rate of 10 miles per hour.

6. In computing over-time no fraction of an hour less than 30 minutes will be counted. Any fraction of an hour over 30 minutes will be counted one hour.

7. Any conductor or brakeman running less than 100 miles in 24 hours on freight or extra passenger service or special trains will be paid the same as if 100 miles had been run; and in addition for any over-time earned under Article 4.

8. Pilots on Raton Mountain and other helper service will receive \$70.00 per calendar month, 12 hours constituting a day's work; over-time at 25 cents per hour after 12 hours.

Other pilots to receive conductors' pay according to the division on which they are employed.

9. Turn-arounds in stock service will be paid under Sections 4 and 7.

10. Short turn-arounds made within 24 hours where mileage is less than 100 miles will be allowed 100 miles, and where more than 100 miles is made actual mileage will govern, except as provided under Article 9.

11. Freight or passenger crews making extra trips, in addition to their regular assigned runs, will be allowed extra time upon the basis of pay allowed other crews in similar service.

12. Crews dead-heading under orders will be paid one-half their regular rates.

13. Crews not assigned to regular runs will be run first in first out.

In ordering crews, the first crew will run the train, the next crew dead-heading when

dead-head service is required, the dead-head crew being ahead of the crew with whom they dead-head on reaching the terminal of that run.

14. When crews run over more than one division the assignment of crews to the through runs will be made, as near as practicable, on the basis of mileage of each division.

15. Where crews are compelled to double hills as a regular service, such crews will be allowed the extra mileage made; for example, if a hill is 5 miles long, an allowance of 10 miles, in addition to the length of the division, will be allowed.

Mileage for doubling hills under any other circumstances will not be allowed, except at the discretion of the division superintendent.

16. Main line freight train men will be called at division or terminal stations by train caller, who will be provided with a book in which the men called shall enter their names, together with the time they are called. The district within which train men will be called will be established by the division superintendent, but shall not, in any case, exceed three-quarters of a mile from the calling office.

The working time of all train men will commence within one hour after they have signed caller's book.

17. When train men are called and for any reason, other than their own acts, do not go out, if held on duty less than 6 hours, they will be paid one-half day and stand first out. If held more than 6 hours, they will be paid one day and go behind other crews at that point.

18. Trainmen attending court at the request of an official of the company will be paid the same rate he would have been entitled to had he remained on his run, and, if away from his home station, in addition thereto his legitimate expenses.

19. When a change of divisions or train runs require trainmen to change their place of residence, they will be furnished free transportation for their families and household goods to their new place of residence.

20. Trainmen will be notified when time is not allowed as per trip report.

21. The assignment of brakemen will be made in accordance with the judgment of the division superintendent, subject to the provision of Article 23.

22. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause.

In case of suspension or dismissal, if any employe thinks his sentence unjust, he shall have the right within 10 days to refer his case by written statement to the di-

vision superintendent. Within 10 days of the receipt of this notice his case shall have a thorough investigation by the proper officers of the railroad company, at which he may be present if he so desires, and also be represented by any disinterested employe of his grade. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general superintendent and to the general manager.

In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost.

23. All employes will be regarded as in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, and term of service. Superintendents are keeping a record of the employes on their respective divisions, in which are entered their merits, demerits, and term of service. Upon such record promotions will be based.

Reductions in forces will be made at the discretion of the division superintendent in the order of promotions.

Every employe should understand that it is his privilege and duty to make written appeals to his division superintendent whenever by promotions, reductions or assignments, he deems an injustice has been done him.

24. Any employe will be dismissed without hearing, in case of intoxication, insubordination, and collisions.

Nothing in this article shall be construed as preventing the company from employing experienced men when the good of the service requires it.

Any employe believing himself to be improperly treated under these rules and regulations shall have the right of appeal to the general superintendent and general manager.

25. All schedules, rules and regulations in conflict with these now adopted are void.

No change will be made from these schedules and rules without reasonable notice.

Federation Meeting at Louisville.

Several good speeches were made at the federation meeting at Louisville, Ky., early in August. From the *Courier-Journal* we take the following utterances from three prominent men in the labor world. Those of Grand Chief Clarke are certainly very significant:

In the meantime, Mr. Cronk introduced Mr. E. E. Clarke, of Cedar Rapids, Iowa, Grand Chief Conductor of the Order of Railway Con-

ductors, who had been booked for a speech the night before, but had been compelled to postpone his address. Mr. Clarke began by referring to the domination of the money power, and said that money dominated Congress to-day. The question was how to put a stop to the concentration of power in the hands of a few rich men. "The first step to be taken is for the laboring men to combine to make the fight against oppressive capital." The case of Napoleon Bonaparte, against whom Europe was forced to combine, was used as an effective illustration, and the speaker said that workmen must combine in the same manner to overthrow the centralization monster. "Those men who undertake to stop the federation of railroad men might as well seek for a cup of water spilled in the desert of Sahara in the time of the Crusaders." Continuing, Mr. Clarke said that as a representative of the Order of Railway Conductors, he spoke for the large majority of that order, who desired to help the other railway organizations. "You know that lately we have made a new departure. It has been said that we have changed our policy and then apologized for it. We have not done so. I was elected to the position I now hold as the advocate of a change of policy and I represent a large majority of the order. We have made no apology and have none to make. We want a fair day's pay for a fair day's work, and on that platform we are willing to meet all other organizations. No capital is more aggressive than railroad capital, but if all the railroads in the country were fairly administered, there is not one of them that would not be bankrupt, because they pay dividends on excessive issues of stock, and must do so to satisfy their stockholders. Believing this, I do not believe any other set of men should so firmly stand shoulder to shoulder as the railroad men. I am not in favor of strikes, but if occasion should arise, and it should be necessary for them to stand up for their rights, I hope that no railroad man will hesitate to strike." The line of Mr. Clarke's speech was for federation throughout.

Samuel Gompers, President of the American Federation of Labor, is reported in part as follows:

"I have the greatest respect for Mr. P. M. Arthur; I believe he is honest, but I differ with him on federation. I do not believe isolation is the best policy. Do you know of a time when the onslaughts of capital have been more successful than in the past few months? Single trades are often defeated, but when they are combined with others, you will find that the contests between capital and labor will become beautifully less. I do not agree with Mr. Arthur that a more perfect organization means more strikes. (Here came a lengthy argument in favor of the speaker's assertion.) History shows

that as the working people become better organized, strikes diminish. (Statistics as to the strikes of engineers, carpenters, etc., at various points were cited.) Wherever best organized, less money is spent on strikes. Now, does the condition of the workman become worse than usual because of less strikes? No. Why? Because employers who will not, when the men are unorganized, give a second consideration to any proposition, will, when they are organized, treat them with more consideration. When we find that strikes are fewer, we find that the men are well organized and prepared for a contest. Employers will think twice before entering into a contest with men who are well prepared. If the men had been better organized, the strike on the C. B. & Q. road would have had a different result."

Mr. Gompers then alluded to the cloakmakers' strike in New York and the heroism displayed by them and said: "What the doctors call a quack, the lawyers shysters, and the workmen scabs, must go. An industrial scab is a social traitor, and as a social traitor he must go. Isolation makes a man a slave. It is criminal. It will not do for us to move with the gait of a stage coach, when everything about us is going with lightning rapidity. It will not do to be isolated."

An illustration was given of a negro, who said that when he heard a fire alarm he always looked to see if he was afire, and if he wasn't he didn't care. "This is isolation and the quintessence of selfishness."

An opinion on the same subject was given by the founder of the Brotherhood, and is reported as below:

Mr. W. D. Robinson, founder of the Brotherhood of Locomotive Engineers, was seated in a chair near by where Mr. Gompers was seated. In answer to the same question, Mr. Robinson said:

"Mr. P. M. Arthur is opposed to federation of any kind; why, we know not. He advocates anti-federation in the columns of his paper, and believes that the engineers are better and stronger alone than when united with other federations. I decidedly and unhesitatingly endorse federation as a means of avoiding conflict. I believe that when the railroad men are once federated, and when it is an accomplished fact, strikes and disturbances will cease, that mutual agreement, etc., will follow as a matter of necessity on the part of the employers and the employees."

"Are the engineers in favor of a federation with the other railway fraternities?"

"In this part of the country they are largely in favor of it; in the Eastern States they appear to be somewhat opposed to the plan. I can give no reason for this opposition except Chief Arthur's antagonism and his influence in that atmosphere. I think that the federation of the railroad men will be one of the results of the progress of the present age and of discussion—a necessity. As to a federation with other classes of labor, it is a question for the future, and I don't anticipate it soon."

Railroad Notes.

THE Monon is promoting its firemen as fast as it receives its new engines.

A SUCCESSFUL Federation union meeting was held at Logansport, Indiana, July 20th.

THE Wabash has forbidden its passenger conductors the luxury of flannel shirts while on duty.

THE Rock Island west of the Missouri is employing negroes as head brakemen on passenger trains.

THE trainmen of the Alabama divisions of the L. & N. report a raise of from \$3 to \$5 per month August 1st.

ROBERT THOMPSON, Lake Shore yardman, was accidentally shot July 4, at Norwalk, Ohio, and died July 24.

A ROUSING Union Meeting of Firemen, Conductors, Trainmen and Switchmen was held at Toronto, Canada, July 20th.

IT is said that both the cars of the Big Four and the station buildings along the line, are to be painted an orange yellow.

SWITZERLAND has a law which compels all railroads to give at least one holiday in every three weeks to railroad employes.

LAKE SHORE employes at Erie, Pa., have raised money to purchase a large plot in the cemetery for deceased railroad men.

IT is said that the P. & R. company has determined to discard bell cords on its passenger trains and use the whistle attachment.

ON August 1, the railway up Pike's Peak was completed three and one-half miles. The grade is within two thousand feet of the top.

FIREMAN THOMAS SLATER, who was permanently disabled in a collision recently, will sue the Michigan Central for \$15,000.

IT is reported that the Chicago & Alton have decided to allow their employes a holiday each Saturday until business picks up again.

J. W. BRUNTON, an old time engineer on the Bee Line, has been appointed telegraph wire chief of the D. & R. G., with headquarters at Pueblo.

THE Lake Shore's concession to the employes in reducing the hours of the regular work-day from 12 to 10, is said to have been entirely voluntary.

METEFER HASKILL, whose death at Vernon, N. Y., was recently recorded, has been in railroad service just six months less than a half-century.

ON July 24 Tom Wynn, assistant yardmaster of the Rock Island at Chicago, took carbolic acid, mistaking it for medicine, and died in thirty minutes.

A SUCCESSFUL Union Meeting was held by the Brotherhood Trainmen at Hartford, Connecticut, July 20th. Exchanges report five hundred in attendance.

CONDUCTOR CHARLES ARNOLD, of the L. N. A. & C., is charged with pushing Brakeman William Hilbert from a running train. Hilbert was killed. Arnold claims that he is innocent.

THE Trainmen and Switchmen of Missouri are agitating the question of safety devices for guarding frogs and guard rails, and have brought the matter before the Railroad Conductors.

IT is the common custom for extra and regular freight trains on the C., K. & N., to receive orders to run thirty miles an hour. On the western divisions regular freight trains are generally run ahead of schedule time.

A UNION meeting of the Order of Railway Conductors was held recently in Philadelphia, with representatives from Maryland, New Jersey, Pennsylvania and other States. Resolutions denouncing the seceders were adopted.

OUR esteemed contemporaries frequently furnish curious mingling of names when referring to the labor organizations. The latest is from the Hannibal Post, which talks glibly of the "Brotherhood of Locomotive Conductors."

A REPORT reaches us that Brakeman Houk and Conductor Lockwood were severely injured by tramps, who attempted to take possession of a Lake Shore train at Liginier, Ind. Houk was shot twice and dangerously wounded.

RAILWAY officials claim, it is said, that if the bill relating to the equipment of trains with safety appliances, which is now pending in Congress, becomes a law, it will necessitate an expenditure of one hundred million dollars by railway companies.

On the night of July 31 a Santa Fe passenger train was flagged by train robbers near Trinidad, who used a red light and gave the usual signal. A volley was then fired into the cab. Engineer O'Riley was shot through the hand and wrist, and Fireman Hall in the head.

A FRENCH company is constructing the first railroad in Palestine. Jaffa is one terminus and Jerusalem the other. The engines will be furnished by the Baldwin Locomotive Works. Only three engines will be used, and are guaranteed to haul 165 tons up a grade of 105 feet to the mile.

THERE are no brakemen to announce the stations on European railroads, and each passenger must watch for the place at which he is to stop. Tickets are not called for until the end of the journey is reached, and if the luckless passenger falls asleep and is carried by his station he can be arrested and fined for it.

GEORGIA has built more miles of railway during the first half of 1890 than any other state in the nation. The Southern states east of the Mississippi have displayed the greatest activity in building of all sections of the country, having completed fifty-four per cent of the entire mileage constructed. The principal building has been extension of branch lines.

FIREMAN CHARLES R. NELSON began suit against the Pittsburg, Chicago & St. Louis July 19th for damages in a large sum. It is alleged that the throttle was defective, that the engineer was aware of

it, and that while plaintiff was under the engine cleaning out the ash pan, the locomotive started up on account of this defect. Nelson was crippled for life, having both legs cut off.

THE Fort Worth Gazette says: "So far railroad building in Texas for 1890 amounts to but little. Work is progressing on the Wichita Valley, the Pecos Valley line and one or two other short lines, but there is nothing like the work going on that was expected. It may be that a break will be made before the year dies, but up to this time the year has been a bad one in this particular."

A SAN FRANCISCO paper tells of a neat run made recently on the Central Pacific. A huge boulder on the track in Blue Canon delayed the overland mail until it seemed that the government forfeit could not be escaped. The coaches and baggage cars were cut off, and with the two mail cars only, the actual running time from Sacramento to Oakland, a distance of eighty-four miles, was ninety-seven minutes.

MUCH complaint is made about the ease with which robbery and other crimes can be committed on board passenger trains in Europe. The traveler frequently finds himself locked into a small compartment with a single stranger. An electric button calls the guard, but if the robber chooses to stand before the button with a drawn revolver, the signal is, of course, useless. Several persons found unconscious and at first supposed to have become suddenly ill, were afterward found to have been poisoned.

IT may not be generally known, but it is a fact that the fastest freight train in the South, perhaps in the United States, is run by the Louisville, New Orleans and Texas Railroad between Memphis and New Orleans. The distance between the two points is 455 miles, and the run is made in thirty hours and forty-nine minutes.—Louisville Commercial.

It may not be generally known, but it is a fact that the man who writes railroad items for the Commercial and thinks fifteen

miles probably the best freight time in the United States, ought to make a few trips on "time" freight over the east and west trunk lines, or gather information from the top of one of the tea or stock flyers from the West.

THE New York Tribune, referring to the bill for safety equipment, says: Congress will do a work which the interests of humanity demand if it passes the bill requiring the use of automatic brakes and couplers on all railroads over which the Government has control—that is, all railroads doing interstate business. A large number of brakemen are killed year after year in coupling cars by the antiquated method in use on most freight cars. As their lives could be saved by the adoption of improved devices, the companies are really responsible for a great and needless slaughter. The proposed law will impose considerable expense upon the railroads, but it is not a question of dollars and cents—at least, it ought not to be.

AN exchange says that the Pennsylvania company will be compelled to abandon engine No. 1318. The reason given is that this engine has figured in so many disasters that there is not an engineer or fireman on the road who is willing to ride upon her. Last summer No. 1318 plunged over a bridge at Latrobe, wrecking the train and killing the engineer, fireman and ten others. A month later, she collided with a train near Manor, seriously injuring the fireman and breaking several cars. Not long afterward, while ascending a heavy grade, her boiler burst and the fireman was blown through the cab window. About two months ago she ran into a freight train, smashing up ten or twelve cars and injuring the fireman. A few days ago while running near Sang Hollow, an oil can exploded, severely burning both engineer and fireman. We have known engines to have a much worse record than this, and we doubt the truth of the assertion that the railroad men have refused to ride upon No. 1318.

On the Road.

BRAKEMAN W. J. DANIELS was killed at Dresden, N. J., on his first trip.

SAM CHRISMER, brakeman L. E. & W., was killed at Frankfort, Ind., July 25.

WM. WORDINGTON, a brakeman, was severely injured at Bristol, Pa., August 4.

BRAKEMAN CAIN was killed in a wreck on the Cotton Belt, near Beldon, July 18th.

ENGINEER CHARLIE COON, Union Pacific, was seriously scalded at Beatrice, Neb.

WALTER POWELL was run over and killed by a switch engine at York, Ont., August 4.

JOSEPH DOUGLAS, brakeman N. Y. P. & O., was killed at Youngstown, Ohio, July 28.

CHAS. M. MCINERNEY, an Erie brakeman, was seriously injured at Avon, N. Y., Aug. 5.

BRAKEMAN J. A. RANK was struck by a bridge near Clinton, Iowa, July 20 and killed.

In a wreck on the Northwestern, at Malta, Ill., July 22nd, Fireman James Duffy was killed.

BRAKEMAN CULIT, on the B. & M., was probably fatally injured at Plattsburgh, Ohio, July 21.

On July 31 Ben Vocht, a Union Pacific switchman, fell under the wheels at Omaha and was killed.

JULY 29 Brakeman F. L. Pickering fell through a break in a train near Newark, Ohio, and was killed.

BRAKEMAN CHARLES SMITH, of Lynn, Mass., was struck by an overhead bridge and killed, July 20th.

BRAKEMAN SAMUEL CHRISMER was killed at Frankfort, Indiana, July 12th, by falling between the cars.

BRAKEMAN GEORGE F. DODOR was struck by a bridge near Carthage Junction, Ill., July 30 and killed.

On July 24 while coupling cars at Louisville, Ky., Switchman John Finnigan had three fingers cut off.

SWITCHMAN WILLIAM WILDEVAR was run over and killed on the B. & O., at Columbus, Ohio, July 21st.

CHARLES BELDEN, a brakeman on C. H. & D., fell between the cars at Dayton, Ohio, July 21 and was killed.

HOWARD LITZ, brakeman Union Pacific, was run over and killed by a switch engine at Laramie, Wyo., August 1.

AUGUST 2 two trains collided near Howe, Tex. Engineers Blair and Blake, and Fireman R. L. Hughes were killed.

Brakeman J. LATHAM was instantly killed at Loreuz, Ills., July 23.

Brakeman JOSEPH COLLINS, of Richmond, Ind., fell from a train and fractured his skull. The injury was fatal.

Wm. C. RANDELL, brakeman, had his right arm crushed while coupling cars at East Deerfield, Mass., July 24.

S. W. PUCKERTT, brakeman L. & N., fell from a train near Hopkinville, Ky., August 4, and was severely injured.

JAMES LAWLER, brakeman I. I. & I., caught his foot in a guard rail at Dwight, Ill., was run over and killed July 29.

Brakeman E. T. NELSON, on the Newport News and Mississippi Valley road, was killed at Princeton, Ky., July 31.

FRANK SCOTT, switchman B. & M. R., was run over by the cars at Lincoln, Neb., August 6, and had his leg mashed.

At Canon City, New Mexico, July 26, a head-end collision occurred on the Santa Fe, killing Engineer Frank Dennis.

J. H. MYNATT, an E. T. V. & G. brakeman, was struck by a bridge near Clinton, Tenn., July 28, and seriously injured.

In a collision near Bradford, Ind., Aug. 3, on the L. N. A. & C., Engineer A. Burns and Fireman Geo. Cole were killed.

On July 31 Chris Lennon, switchman Rock Island, at Des Moines, Iowa, fell between the cars and had one leg cut off.

Brakeman GEO. F. ANDERSON was thrown from a switch engine at Lynn, Mass., July 2, and probably fatally injured.

Switchman HRNRY STEINER was killed at Chicago July 22. He was struck by a plank projecting from a lumber car.

JOHN GORMAN, a brakeman on the Central-Hudson, was run over at Fort Plain, N. Y., July 25 and killed almost instantly.

J. P. KIGER, Missouri Pacific brakeman, while coupling cars at Nebraska City, Kan., July 28, had his foot caught and mashed.

A **Brakeman** on the Illinois Central fell between the cars near Grenada, Miss., August 4, and his body was cut in twain.

JOHN CRAWLEY, switchman L. & N., was caught between the drawbars at Louisville, Ky., and had his arms badly mangled.

Conductor DANIEL DIFFILY, of the Lehigh and Hudson road, was struck by a train passing his caboose, July 17th, and killed.

Brakeman H. A. MATTER, while making a coupling at Portage, Pa., fell and had one limb badly crushed by the wheels, July 22.

DAVID LAMPSON, brakeman at Nashua, N. H., slipped from an engine, crushing his right leg so that amputation was necessary.

A PASSENGER train on the Rock Island road went through a bridge near Limon, Colo., July 21st. Engineer McCormick was killed.

JULY 22, M. A. Phalen, brakeman N. Y. P. & O., fell from a car with his left arm on on the rail, which was cut off above the elbow.

JOHN BURNS, brakeman, St. Joseph and Grand Island, fell from a train near Seneca, Kan., August 4, and was instantly killed.

EARL J. FARRINGTON, a brakeman on the Missouri Pacific, while making a coupling at Sheldon, Mo., July 22, was fatally injured.

Brakeman GEORGE B. BENDER was struck by a train on the Hollidaysburg branch of the Pennsylvania, July 21st, and instantly killed.

Conductor JAMES STILLWELL, of the Grand Island, fell from the top of a car at Robinson, Mo., July 30, and was almost fatally injured.

EDWARD BAKER, switchman Santa Fe yards at Dodge City, Kansas, fell from a box car at that place August 5, and was instantly killed.

On July 26 Ed Irvin, a brakeman on the B. & O., while making a coupling at Spencers, Ohio, was caught and fatally crushed about the head.

JOHN HORSEMAN, conductor Chicago and Northwestern, was fatally crushed by the cars at Woodstock, Ill., August 4, and died next day.

By the breaking in two of a train on the Gloversville railroad, New York State, Brakeman Fay Vandever was run down and killed July 23.

A. J. FRAZIER, a Wabash brakeman, while making a coupling at Jacksonville, Ill., July 26, was dragged under the wheels and his leg torn off.

A **switch** engine on the M. K. & T., struck an excursion train at Hannibal, Mo., August 2. Brakeman Robert Brothers had both legs broken.

D. H. GRAHAM, brakeman Pennsylvania Railroad, was thrown from a train by the breaking of a coupling, near Frazer Tower, Pa., and killed.

Brakeman PITTS, of Erie, Pennsylvania, was thrown from his train at Corry, July 22nd. His left foot was cut off and he received serious injuries.

On August 8, Conductor Ed. Hilton was thrown between the cars by a sudden jar, while setting brakes near DeSoto, Ill. He was killed instantly.

A **Brakeman** named Savin was thrown from the cars on the B. & O. road at Scottsdale, Pa., July 20. His skull was fractured and leg crushed.

WHILE riding on the side of the engine, Brakeman John Floyd, of Grove, Pa., was

thrown to the ground. He was badly hurt but will recover.

ON August 2 Wilson Reynolds, brakeman Maysville and Big Sandy, was knocked from a train by an overhead bridge and killed near Johnson, Ky.

A TRAIN on the Cincinnati Southern ran into a boulder on the track near Oakdale Junction, Tenn., Aug. 3, killing Geo. Moore, engineer, and L. Ivehan, fireman.

ENGINEER JOHN H. MULL, of the C. St. L. & P., was run over and killed at Bradford Junction, Ohio, July 31. He had been in the service more than twenty-five years.

ON July 22nd, two Lake Shore freight trains came together near Tigertown. Brakeman Seymour and Fireman Sims were killed. Engineers Ryan and Laing were badly injured.

ENGINEER STROPE, who was said to be the oldest engineer on the Monon Route, was killed near Delphi, Ind., July 21st. The train was thrown from the track by striking a cow.

A COLLISION on the Monon Route July 21st, resulted in the death of Engineer James Millard. Brakeman Morris Vacavoy is reported dangerously injured, and his recovery is doubtful.

IN a collision on the Ontario & Western, July 21st, Engineer W. J. Fuller, of Middletown, New York, was killed. Brakeman John Badger was thrown into the Delaware river, but swam to the shore.

ON July 1, as Samuel Wardwell, brakeman Michigan Central, was climbing on top of a box car, at Lansing, Mich., the iron end step gave way. He fell under the wheels and was instantly killed.

THE explosion of the boiler of a switch engine in the Georgia Pacific yards at Birmingham, August 7, resulted in the serious injury of Engineer Wm. Davidson. Fireman Wm. Black was fatally scalded.

YARDMASTER GEORGE BUNNEL, N. Y. P. & O., had his right foot caught in the guard rail, and was thrown across the rails and dragged some distance by a break beam, but escaped without serious injury, July 21st.

J. PAUL KIRKBRIDE, of Bordentown, a conductor on the Amboy Division of the Pennsylvania Railroad, while coupling cars on July 25th, at the Haddon avenue station, had his hand caught between the bumpers and badly mangled. It is thought, however, that amputation will not be necessary.

AN exchange says that the day of paper wheels for railroad cars is passing. The chief reason alleged is that the iron wheels not only last longer than the paper ones, but are cheaper as well.

A Presentation.

At the regular meeting of Middletown Lodge of Railroad Trainmen, No. 40, at Dusenberry's Hall on Sunday the members were surprised to find a large number of their lady friends present, they having come to the hall without invitation. The object of their visit was, however, made known when Mrs. C. R. Puder arose and presented to Master McMickle a very handsome Bible in the following words:

MEMBERS OF MIDDLETOWN LODGE: It affords me great pleasure to present to you on behalf of your lady friends this copy of the Sacred Scriptures. Please accept this present as the highest token of our friendship and esteem, and accept the Bible as the book above all. It will be to you a true headlight on the highway of life; it will be the danger signal when danger is near, and best of all, the precepts and principles will guide you into that most sacred brotherhood wherein Christ Jesus himself is the Elder Brother, and God himself the father of us all. Hoping that you will derive as much benefit as we have pleasure in presenting this sacred book to you, I will now proceed to read to you the ladies' names.

The handsome present was accepted in a few appropriate remarks by Master McMickle, and Secretary Charles Doell also made a brief speech.

The Bible was the gift of the following ladies: Misses A. McMickle, Annie Reilly, Mesdames C. McMickle, C. Doell, J. M. Wilson, F. Kimmel, E. Massey, C. Ducolon, B. Seeley, T. Boyd, M. Doran, G. Vandoren, C. H. Torrey, W. Kells, G. Williams, C. F. Case, D. O'Neill, J. Shuster, J. Little, C. R. Puder, A. R. Beebe, G. V. Decker.—Middletown Argus.

Home Seekers' Excursions.

Take advantage of the cheap excursions offered by the CHICAGO, ROCK ISLAND & PACIFIC RAILWAY to points in Kansas, Nebraska, Missouri, Arkansas, Indian Territory, Texas, New Mexico, Wyoming, Utah, Idaho, Minnesota, Northwestern Iowa, South and North Dakota, Montana and Colorado, at the low rate of ONE FARE FOR THE ROUND TRIP. Tickets for these excursions will be sold on Tuesdays, Sept. 9 and 23, and Oct. 14, 1890. They are first-class and good 30 days for return passage.

If you want to see the country, or secure a home in the Great West, don't neglect this opportunity. Be sure that your tickets read via the C. R. I. & P. Ry., which has its own lines to principal points in many of the above-named States.

For rates and full particulars address JNO. SEBASTIAN, G. T. & P. Agt., Chicago, Ill.

The Magazines.

THE handsomely illustrated edition of the *Connoisseur* for August contains an interesting contribution from the pen of Herbert Pierson on the "Old Guilds of Flanders;" those powerful trades unions that sprang into existence in the middle ages to protect and maintain the independence of industry against the arrogance of the landed aristocracy. In their history and aspirations, we recognize a striking similarity to our organization. At the end of the fourteenth century, when a spirit of petty rivalry and egotism crept into their counsels, the star of their prosperity and influence began to wane. In the old city of Brussels are many of the quaint houses of the guild. The clothmakers' stood with its motto, "Mark and Measure"; the sailors', with its gable imitating the stern of a ship; the tailors', with huge shears displayed on their coat-of-arms, and many others, all decked with statues and bas-reliefs illustrative of the trades or mottoes appropriate to them. Flanders never had a more prosperous time than the days when the guilds were strong and healthy. The guild stood like a loving mother at the side of her sons in all the trials and sorrows of life. She provided for them in every emergency and even cared for them after death. In case of insolvency at death, the funerals of poor members were to be equally well arranged as those of the rich. Many of their laws are worthy of our serious consideration. No one could be admitted to membership who was not a capable workman and whose moral character was not stainless. The guild statutes ordained that no member should work longer than from the beginning of a day to its close—not at night by candle light. The poetic guild met once a year, and taking passing events as a theme, they lashed the abuses of the time with the whip of ridicule, sparing neither the nobility nor the priesthood, so that the authorities grew to dread those humble societies of amateur versifiers, and their opinions scattered broadcast over the land. It was the guild of the crossbowmen at Antwerp that got into the historical dispute about a wall with the great Peter Paul Rubens, which resulted in his greatest picture, the Descent from the Cross, for them. That they were a powerful society their house on the square testifies, towering as it does above the coopers' the carpenters', tailors' and the rest, with many windows and curious emblems carved upon it. That they should dare dispute with the great painter was still more unmistakable evidence of power, for Rubens was and is the chief pride of the city. To question his supremacy is little less than sacrilege, and his name keeps appearing wherever you turn in busy Antwerp. But the crossbowmen were not to be overawed by the painter, any more than they had been by emperors, princes or cardinals in the past. Their rights, no matter who it was that infringed them, were sacred things that the Flemings never relinquished. So it was a case of a Greek meeting Greek when they began wrangling over that wall and the cost of it. The lawsuit might have been going on yet if a peacemaker, a friend of both, had not persuaded Rubens to paint his great picture to equalize matters. Upon this more than any other his fame rests, and that, but for the crossbowmen, had never been painted. It is worth remarking that at no time in their history were the trade or merchant guilds so engrossed in their affairs that they had no thought beyond that of money making.

SCRIBNER'S MAGAZINE for August is a Fiction number containing six short stories, five of them illustrated. As is usual in this magazine, a number of entirely new writers are brought forward with stories of striking originality. They

show great variety of scene and subject, and include a newspaper story, a tale of Army life, a California story, a Maine woods story, and a New York City story, besides Mr. Bunner's capital burlesque modernization of Sterne's "Sentimental Journey." There is also the beginning of Part Second of the remarkable anonymous serial, "Jerry," which brings the hero to manhood and opens his adventurous career. In this new phase of the novel the writer exhibits virile characteristics which were not demanded in the pathetic descriptions of Jerry's youth. The fiction idea of the number is further carried out in the very richly illustrated article by the Blashfields on "The Paris of the Three Musketeers." The veteran London publisher and close friend of Stanley, Mr. Edward Marston, tells, with striking illustrations made at Cairo, "How Stanley Wrote His Book." There are also poems by Thomas Bailey Aldrich and Andrew Lang.

Among the notable artists represented in the illustrations are J. H. Twachtman, C. D. Gibson, E. H. Blashfield, Kenyon Cox, Joseph Bell, and Frank Fowler.

The pictures in the leading article are among the best that Mr. Blashfield has made, reproducing the costumes, architecture, furniture, etc., of the Paris of Louis XIII's time (1627-1660). The text is a spirited and picturesque description of the life of that epoch. The whole article reconstructs the background of Dumas's great romance with pen and pencil, and makes very real a distant period and people.

Mr. Marston's "How Stanley Wrote His Book," is a near view of the great explorer at work at Cairo, giving an intimate idea of his personality as it appears to one of his oldest friends, Joseph Bell, the English artist, who prepared many of the sketches for Stanley's book at Cairo under his personal direction, illustrates the article with a number of pictures of Stanley at work. Several pages of the explorer's notebooks are reproduced in fac-simile.

H. C. Bunner contributes a continuation of Sterne's "Sentimental Journey," writing in the quaint manner of that author "A Sentimental Annex," describing a visit to modern New York.

Richard Harding Davis, a son of Rebecca Harding Davis, has written a newspaper story, entitled "Gallagher," in which, for the first time, the much-abused "office-boy" gets his dues, and turns out a hero. C. D. Gibson illustrates this story, as well as the tale of a New York City house in mid-summer, which, by a curious misunderstanding, becomes the boarding-place of "A New England Ingénue." This is the beginning of a very pretty comedy of errors, which develops into a love-story. The author is John Seymour Wood, a New York lawyer.

The "enlisted man" has not often appeared as the hero of American army stories, though Rudyard Kipling has recently made him famous in his sketches of Anglo-Indian life. "Sergeant Gore," by LeRoy Armstrong is, however, a very truthful sketch of life at a Western army post as it turns around the love affair of an enlisted man and the Colonel's Spanish-American nurse-girl. It is illustrated by W. L. Metcalf.

Miss Annie Eliot (whose "From Four to Six" in the last Fiction number of *Scribner's* will be recalled) writes the story of a summer flirtation in the Maine woods, with a woman of fashion and a country minister as the chief figures. The story is called "Decline and Fall," and is illustrated by Frank Fowler.

The beautiful Indian baskets of California, which have become the craze of collectors, furnish the motive for Grace Ellery Channing's romantic story of "The Basket of Anits."

The "Point of View" discusses "The Tyranny of Things," "An Obsolete Distinction," and "The Passing of a Week."

Correspondence.

EDITOR JOURNAL:—At our regular meeting held to-night Thomas D Kirk was expelled for defrauding lodge and members. Kirk is 32 years old, weighs 160 pounds, is 5 feet, 8 inches in height, has blue eyes and red hair. Please publish. Yours in B. L., R. J. GRAHAM,
St. Louis, Mo. Secretary 298.

EDITOR JOURNAL:—I think it is quite time I read something from No. 302, of which I am a member. It is a long time since I saw a member of my own lodge, but I try and keep even with them. I do not know what kind of a condition 302 is in, but if Financier Patsy does not look out he will hear from me Bro. Editor, the boys down south do not take much interest in Brotherhood matters, but I hope to see the day when they will learn the good of the Brotherhood. There is only one thing wanted, and that is for them to keep up with the motto of our great Brotherhood—B. S. & I. I know all of them are benevolent and industrious, but I don't know about the sobriety. With respects to Mother Jones, whom I have never had the pleasure of meeting, I remain, Yours in B. L.,

THOMAS P. O'BRIEN.

Philadelphia, Pa.

EDITOR JOURNAL:—As I have never undertaken the task of writing, I will try my hand once to see how I get through. I am brakeman on the Wyoming Division of the B. & N., where there is no lodge and no prospects of one, and I do not believe there is a brakeman on the four hundred miles that is eligible, and is also afraid that he will get discharged, as our superintendent, J. R. Phelan, does not want Brotherhood men. He made one brakeman pay twenty-one dollars for flat wheels. He gets most of his men from the farms, and all are very ignorant. I am the only B. R. T. man on the division; a few O. R. C. men, but the engineers are as poor as the brakemen. They run a water tank, and in less than five miles have no water; cannot depend on them, and all must join the Relief Association. The pay is also poor. You can publish this if you wish. I remain yours in B. L.,

New Castle, Wyo. SAND HILLS.

EDITOR JOURNAL:—I have waited long enough for some one to say a few words for Mrs. H. B. Jones Lodge No. 215. There has been something sent once to the editor in the last seven months, but I suppose it was no good, as I wrote it. But the boys of No. 215 have learned not to say "can't," so we will keep on trying. I think that we have as good a lodge as can be found in the south. I do not ask any one to take my word for it, but just give us a call. No. 215 has a good set of boys, although they do not

number as many as most of the lodges. They are all in good standing—215 will not have any other kind. Quite a number of the boys are now running trains, and others have good positions in offices. As for me, I am yet inhaling the cool, fresh air on top. I think our trainmaster is beginning to see the benefit that the Brotherhood is doing, as all of his best men belong to it. Pay your dues promptly, is the best advice I can give all B. of R. T. men. Yours in B. L.,

Tunnel Hill, Ga.

RED FLAG.

[If our correspondent would write on but one side of the paper his contributions would not be so apt to be labeled "no good." Printers cannot well use such copy, and the editor has not time to rewrite it.—ED. JOURNAL.]

EDITOR JOURNAL:—This, I believe, is the first time No. 80 has been heard from this year. This has been a very trying year for us, as at one time it looked as though we would have to give up our charter, owing to the dissatisfaction that existed and the arbitrary spirit shown by some of the members. I think I can safely say that now it is a thing of the past, and predict that No. 80 will be again what she once was, the pride of the "Lone Star State." We have some good material in hand which will swell our roll to a membership of fifty. Vice Grand Master Slattery visited us in March, and in July Grand Master Wilkinson came to investigate a little trouble that had occurred here. I think his visit here will do a great deal of good, though his lecture was rather severe, and I presume he thought us a turbulent crowd to deal with. The topic of the day, "Federation," is much discussed here, and finds great favor throughout this western country. We are looking up our best men for next year's officers, and are already placing our delegate in line for convention. The JOURNAL, which is widely read here, is a very instructive little book, and reaches us quite well. Business on the S. P. has been good all summer.

Yours in B. L.,

El Paso, Texas.

G. A.

EDITOR JOURNAL:—In the last issue of the JOURNAL I noticed an article written by "Hobbs," relating to his Royal Highness, Austin Corbin, the great enemy of railway employees and labor organization, in which he most unmercifully accuses the Pennsylvania Railway Company of a great wrong. Austin Corbin is in no way connected with the Pennsylvania Railway Company, and there is not a better set of officials in the country than the Pennsylvania Company's are to their employes. Heretofore, we have never asked the company for anything they did not grant us, provided that it was reasonable. I do not blame any person for speaking ill of Corbin, but do not in any consideration connect a corporation with such a man as he, of which he is no official. Most of the employes of this system are married men who be-

long to that noble order, B. of R. T., of which the officials speak very highly. Corbin was at one time an high official of the Philadelphia and Reading railway system, but not the Pennsylvania railway system, as "Hobbs" stated. This statement I make for the benefit of all railway employees and in justice to the officials.

DANIEL MILLER, Brakeman,
Columbia, Pa. Phila Div. P. R. R. Co.

Mr. Coffin on Union Meetings.

ED. JOURNAL.—I feel I must say a word about two meetings I have lately attended.

The first one was in Hartford, Ct., on July 20—a meeting of the Trainmen's Brotherhood. Some 400 of the boys got together and in the forenoon had a Brotherhood meeting, from which the writer, of course, was debarred. But in the afternoon we had a public meeting—and such a meeting.

Perhaps the one that speaks may not always be a good judge of the value of the meeting, but unless appearances were wonderfully deceiving, I must say that it was a meeting that will long be remembered by those who attended. It was one of the best I had ever attended, if I am to be judge. It did seem that some good angel came and brooded over all present, and a spirit of love and good will prevailed.

The next was the union meeting of all the railroad employes' fraternities, held at Louisville, Kentucky, July 31 and August 1.

This was the first meeting of the kind held south of the Ohio river. To my mind the men who got up the meeting and carried it through so successfully, may well feel proud of their work. Such a meeting as that cannot fail to do much good. The sweet harmony and oneness of spirit and interest that prevailed and the great interest taken in the meeting by leading men of the city and of the state was an omen for good to railway men. The result and influence of such a meeting cannot but be for good.

This idea of union meetings, and public at that, of the railroad employes, is just the thing and it will help manufacture public sentiment in the right direction very fast. If some systemized plan could be evolved whereby such meetings could be held in succession and in such circuit as would enable the speakers that might be desired to attend them could do so without too great expense of time and money, it does seem to me they would be very profitable. There is now in anticipation a meeting to be held in Springfield, Mass., and one also, at an early date, in Jersey City, to both of which the writer has been honored with an invitation to be present.

Would it not be a good idea for the Grand Officers of each several orders of railway men to plan together for a series of meetings to be held at different large division stations, where several

roads come together, and have the dates published in the different railway journals.

The social, intellectual, moral and religious part of our natures have been too much ignored.

After all is said and done, the manhood of the man, the soul for which the body is only a tenement, is the great thing of life. These meetings help greatly to the encouragement of higher and grander aspirations. Much good every way, if properly conducted, and unselfish speakers are invited to address the meetings, can but result. Then again, what a grand opportunity at such meetings to present the claims of the Railway Men's "Home."

Then also, as federation of all the organizations of railway men is so much to be desired, and is now almost an assured fact, how fitting and proper that these several classes should come together in these union meetings and learn more of each other.

To me the dawn of brighter and gladder days for railway men is rapidly growing lighter and lighter, and my joy therat is almost unbounded.

But whether the other organizations wish to join in union meetings or not, I do most earnestly hope that the B. of R. T. will not cease their good work in having public meetings.

My interest seems to center in them more than in either of the other orders. Probably because their life has more of exposure and peril, and I have been more intimately identified with them than with the others. If I have any one desire above another, I think it is that I may in some way devote the few years that may remain to me on earth to work that shall result in good to the railway men of this nation, and especially to the great class of brakemen. I want it to be perfectly understood that any lodge, or any number of lodges, or any number of trainmen outside of the several orders, are at perfect liberty to command my poor services at any and all times, and that, too, with no charge for such services other than my bare expenses, and whenever a pass can be secured for me those expenses will be merely nominal, of course. I don't know, Bro. Rogers, but the above will sound simple and flat, and better be left unsaid. or unwritten and unprinted—guess you better leave it out—yet, from my very heart, I mean every word. There is a great work to be done. These men have great big hearts and souls, and they have been neglected, and in a great degree shut out from the social, intellectual and moral influences that other classes have so largely enjoyed. My observation is that there is a hungering and thirsting after some of these higher things, and if God, in his Providence, can use me for their good and joy, the language of my heart is, "Here Lord am I, send me." But I trust and believe there are many who are more able and that can do much more good, who will be found to occupy this wide and open field. My prayer is that this may be the case. Most respectfully,

Ft. Dodge, Ia.

L. S. COFFIN.

The Insurance Question.

EDITOR JOURNAL:—In the July number of the JOURNAL I see two communications about the scheme for grading our insurance proposed by me in the May number of the JOURNAL. One is opposed thereto and the other in favor of it. Bro. F. J. Becker, of No 125, jumps at the conclusion that I am a conductor with a swelled head, speaking in my own interest, when in reality I am only a freight brakeman, with poor prospects of becoming anything greater for years to come. No, my brother, it was not selfishness that prompted my proposition, but a desire to do something for the good of the Brotherhood. The last convention tried to do something for the benefit of the conductors who belong to the order. Many of these conductors have asked the Brotherhood to make some change in the order for their benefit, a request that most right thinking men acknowledge to be only just and right. They asked for bread and were given a stone. The name of the Brotherhood was changed. What did it benefit the conductors? I proposed to give them some substantial benefit and distinction in the order by allowing them a greater amount of insurance for the same assessment a brakeman or switchman pays. I am perfectly willing to put passenger brakemen on the same basis as the conductors, yardmasters and baggagemen.

Bro. Becker says no insurance company will insure a freight conductor as cheaply as we do. When I said in my contribution that conductors would look for their insurance where they could get it cheapest, I was not thinking of any insurance companies, but of such orders as the B. R. C. and O. R. C. The B. R. C. pays \$1,000 in case of death or total disability, the same as the B. R. T., and what does it cost them a month? \$1.00, including subordinate dues! In the B. R. T. it will average \$2.00 a month outside of subordinate lodge dues. There is the difference and that is what I referred to.

My plan is this: If a member dies or becomes disabled while doing service as a freight conductor, yardmaster, baggageman or passenger brakeman, pay him or his heirs \$1,500 on his policy. If while doing service as a brakeman or switchman, pay him or his heirs \$1,000. If while out of business or while engaged in any other occupation, the Grand Master and Grand Secretary and Treasurer shall judge to which amount he shall be entitled according to his occupation, subject to appeal to the Grand Lodge. All members shall pay the same amount in monthly dues or assessments.

Judging from the tone of Brother Becker's letter he is one of those who, previous to the last convention expressed themselves after this fashion: "If the B. of R. B. is not good enough for the conductors let them go." I don't agree with him. We want all the members we can get

and more too. If we can hold out some substantial inducement to the conductors, without injuring our other members, and thereby increase our membership, we are that much ahead. I am satisfied that this proposition will not make it more expensive on the brakemen or switchmen, because there is so many less deaths among the conductors, and we would retain so many more of them. But Brother Becker seems to be unwilling to give any member more than another, even if it costs him nothing. He apparently does not study the question closely, and merely looks on the surface. He also asks: "Would it be right for one-fourth of this organization to make laws and rule the other three?" If I am to judge by my surroundings, a good deal more than one-fourth of our members are conductors. Thanks Brother "Eighty-Three" for expressing your opinions as you did. I wish every lodge would take this matter up, discuss it thoroughly, and instruct their delegate to Los Angeles accordingly. Fraternally Yours,

Ogden, Utah.

R.

Matrimonial Insurance.

MR. EDITOR:—This article may appear very funny to your readers at first glance, but I believe if all will give it careful thought that they will readily see how much good can be accomplished, after the association has been once formed, and is in good working order.

It might be well right here to give at least a few of the reasons that brought this to my mind, and I will add that I have given it a great deal of thought of late, and I am convinced of its importance, not only from a business standpoint, but for numerous other reasons.

It is a well known fact that when brakemen, as a class, marry, about all the money they have on hand is one month's pay, and they have to be very economical to have even that. And it often happens that they have even less, and hardly enough to get along with until the pay car comes again.

I think the reason why so many of our young brothers remain in the state of single blessedness is due to the fact that they fear to enter the other state with no funds on hand, and while there is an old saying that newly married people can live on love, I don't think it will work with railroad men.

We all know that married men make better members of our Brotherhood, as a class, than single men; therefore, marriage should be encouraged as much as possible among our members. Financiers know very well that as soon as a brother gets married he is generally short and wants to be kept in good standing until he can get a pay or two, he has so many things to buy that he cannot spare the money to pay his dues, and the Financier generally goes into his own pocket and keeps the brother in good standing until he gets out of the narrows.

Now my idea is this: That we form an association or society among our single brothers, the objects of which would be to guarantee to each and every member a certain sum of money at marriage, say one, two or three hundred dollars.

This money would place him on a good foundation at once, furnish a home, and in fact be of great benefit to him. I am quite sure that many of our married brothers will agree with me in this for I have seen how hard they who had married would try to economize, that they might get a home comfortably furnished.

I think this association could be formed at a very little expense and could be conducted in the same manner, as there would be only one officer needed, and he could attend to the entire business, at least for some time to come. Now we are paying dues and assessments right along for insurance that we get only for total disability, or which our beneficiaries get at our death, which of course is very good, and which no trainman should be without; but I think that it certainly would be the height of good judgment to pay for some sort of insurance that could be had before death or disability overtakes us, and for that reason think that the single men of our Brotherhood could well afford to pay for this, knowing if they ever married they would not be without funds to pave the way to happiness and a little home. I feel certain this can be done, and successfully too, and at a very little cost, as we could issue assessments for marriages the same as we do now in the Brotherhood for deaths, and these assessments would likely not be more than five cents a marriage. Of course this would depend on the amount agreed upon to be paid.

In order that we may get at the matter, or what is thought of it, all interested will kindly send their name and address to me, and any suggestions you may have to make, and after waiting a sufficient length of time to hear from all, I will come again (if agreeable) and give all the information I possess on the subject. And in the meantime I would like to see the matter discussed through the columns of our journal. If you will give the matter just a little thought I believe you will see how much good could come of an association of this kind. Let us hear from all.

Yours in B. L.,
R. J. POWERS.

Box 554, Galesburg, Ill.

NO. 274 SENDS resolutions on death of Brother A. M. Cain.

A LETTER from No. 225 states that Edward Cramer, an expelled member of that lodge, was shot and killed by a negro, in Pittsburg, July 16.

NO. 233 SENDS resolutions on the death of Brother J. F. Carson, who died of consumption May 20. We take pleasure in mentioning the resolutions, but as they occupy three pages of manuscript, regret that we cannot find space for full publication.

We have been requested to publish the following circular:

"THE BROTHERHOOD OF RAILWAY EMPLOYEES' HOME."

Incorporated 1890.

OFFICERS.

President, L. S. COFFIN.

{ F. M. INGALLS.

Vice Presidents { F. R. KETCHAM.

{ A. L. FISH.

Secretary and Treasurer, J. B. SPENCER.

For the care and education of unfortunate railroad men, who are totally and permanently disabled from performing railroad duty.

CHICAGO, ILLINOIS, July 22, 1890.

This institution is to be located in the city of Chicago, for the purpose of affording a home, comfort when sick, and education of those who wish such advantages, to unfortunate railroad men, as above stated, FREE OF CHARGE to all members in good standing in any of the departments, to-wit: The Trainmen, Firemen, Switchmen, Engineers and Conductors.

The resources are to be voluntary subscription, and any brother, either with a view of being sometime in need of such a home, or wishing to do a good act by subscribing to the support of such a worthy institution, his subscription will be cheerfully received and mentioned in our quarterly report no matter how small, from ten cents, a pair of shoes, or a pair of crutches, or any amount of money: but do not think your donation can be too small.

Subordinate lodges are requested to give an entertainment of some kind for the benefit of our home, and any lodge having a brother on their hands in need of such a home is requested to correspond with our Secretary and Treasurer and obtain the required blank form, no matter whether he has received his claim or not. If the Financier of each subordinate lodge would forward us 25 cents for each member on their rolls each year, we could support an institution only equaled by the Soldier's Home at Quincy, Ill. only their inmates are old men, while ours would be young and in the prime of life. Just think how many of our brothers, after being made cripples for life, invest their small sum in education in some department, such as bookkeeping, shorthand or telegraphy, and get a better position than they had at the time of injury. Then again, there is another class so involved in debt by their illness that the amount they do receive belongs to others. Then there are certain forms of disease, such as consumption, chronic rheumatism, etc., which keep a man down for years before his claim can be paid or he dies. Those are the brothers we want, and we want every good, loyal brother to go down in his pocket and if you cannot afford to dig up a dollar, send us twenty-five cents in stamps, or anything you can afford, and if you ever need a home, come to us, and we will take as good care of you as a mother.

This country cannot afford a better or more loyal man than we have for our President, the Hon. L. S. Coffin, and under his fatherly care and guidance this institution must succeed.

So far, "Our Home" has been heartily approved by E. V. Debs and F. P. Sargent, of the Firemen's Brotherhood, S. E. Wilkinson, of the Trainmen, and the union meeting at Chicago, June 16.

Address all communications to

JAY B. SPENCER, Sec'y and Treas.,

or DR. F. M. INGALLS, Vice President,

Suite 10, 106 E. Randolph Street,
Chicago, Illinois,

The Brotherhood.

RETURNED mail for G. B. Totten is held at this office for proper address.

BRO. F. E. COLEMAN, Horton, Kans., calls for the address of Bro. F. A. Wills of No. 65.

WE ARE indebted to the secretary of No. 15 for a special account of important railroad news.

NO. 155 gave a very successful entertainment recently and secured favorable comment from the local press.

THE secretary of No. 13 requests Bro. J. V. Patterson to correspond with him and learn of important business.

IF C. J. Duvall, late of No. 148, will address this office he will hear of something to his advantage, from Newport.

BRO. W. E. PITTS, of 259, writes that work at that point is not very plentiful and prospects for the future not very good.

BRO. E. W. JONES, of No. 93, writes that Wm. C. Randall had his right arm cut off at the elbow while switching, July 24th.

NO. 339, Two Harbors, Mich., gave their second annual ball Friday evening, August 22, and sent invitations to this office.

BRO. J. VAY, 322 West 6th street, Pueblo, Colo., calls for the address of the following persons: E. L. Mason, W. F. Drew and P. Foy.

BRO. T. S. WELCH writes that No. 123 initiated ten new members at a recent meeting and had eight applications on hand for the following meeting.

THOSE who attended the convention at St. Paul will be interested in learning that D. F. Martz, who represented No. 28, has withdrawn from the Brotherhood.

NO. 227 is reported as growing a little at each meeting and sends thanks to Bro. George W. Bohn for a new Bible and to Mrs. F. E. Coleman for a handsome book-mark.

BRO. GILBERT RICKETTS, No. 1406 South 9th street, St. Louis, Mo., requests us to announce that he has lost all of his B. of R. T. receipts and policy. If found, please return to above address.

A MEMBER of No. 176 writes that it would be well to notify all members out of employment not to come to that part of the country for work, as the Rock Island is doing a very poor business at present, with poor prospects of anything better for some time to come.

IF BRO. WILLIAM CHARLTON, formerly of Mantua Lodge, No. 160, Philadelphia, will send his present address to this office, he will hear of a matter which interests him. Or if any friend who happens to see this notice and knows his address, will send same, it will be a favor to him.

WILL your lodge send a delegate? If not, why? If you expect to receive the same benefits from legislation enacted that other lodges receive, why not bear your share of the cost?

BRO. A. J. FRAZER, who is mentioned in our accident reports, died soon after the accident. Bro. Frazer had recently begun work on the Wabash and was braking for Bro. George B. Oder. While climbing down the box car next the engine, he slipped and fell across the track. It was his first trip on the Wabash.

BRO. J. MURPHY, 641 Belford street, St. Paul, Minn., calls for the address of T. H. McAbee, formerly of Connellsburg, Pa. He is wanted by Ash Mathews as a witness in a suit for damages for the loss of a foot, while switching. McAbee was the only witness. Any person able to furnish his address will please send it as indicated above.

WE HAVE received acknowledgement of payment of policies held against B. of R. T. by the following persons: Bro. John Sellers, total disability, Denison, Texas; Mrs. Mary Nalty, Great Barrington, Mass.; Bro. Wm. Keegan, total disability, Jersey City, N. J.; Mrs. Alice H. Gregg, Girard, Kans.; Bro. Ed. Moyles, Dunsmore, Pa.

A NUMBER of interesting communications were received during August, but most of them came too late for the current number and will appear in the next issue. Remember that the first section of the September number went to press in the latter part of July, and the section containing the correspondence in this issue went to press August 7.

NO. 24, B. R. T., and the Galesburg Lodge of the O. R. C. entertained their friends at a union picnic at Lake George August 16. Boat races and various games were on the program, and the B. R. T. feels elated at having made a clean "scoop," and won the entire field. The park men say it was the greatest multitude ever assembled at the lake.

IT HAS recently developed that a number of our members are withdrawing from the Brotherhood to become members of the Voluntary Relief Association. Anything which diminishes our membership is dangerous, and should be placed in its proper light. Let there be no mistake about these relief associations. They are rocks beneath placid waters.

WE HAVE received a letter from Bro. J. A. Keenan, of No. 119, stating that there will be a union meeting and ball held under the auspices of that lodge in Jersey City, September 21 and 22 at Wood's Hall, No. 314 Barrow street. On Sunday, September 21, there will be an open meeting; on the 22nd there will be a secret session commencing at 9 a. m. and closing at 6 p. m. All members of the Brotherhood are invited and especially requested to bring the ladies.

City of the Clouds.

The editor of THE JOURNAL returned from a very successful business trip through Colorado the middle of August, and brought back pleasant memories of the journey, as well as a dozen good advertising contracts. Storm and flood seemed to be in conspiracy against us, and we lost so much time by washouts that Denver was entirely missed and Salida and Pueblo given but few hours each. At Leadville, however, we had more time and a chance to get acquainted with the men who railroad above the clouds, as well as to "talk book" to the business men. If you are a Brotherhood man and ever get within five hundred miles of Leadville, go there. They meet you at the depot, shake your hand till it aches again, take you to their home, try to make you miss the last train, and when you finally go, load you down with gold and silver ore and crystals. You can have the house, too, if there is any way to move it. The same commendable spirit of hospitality is not found wanting at Salida and Pueblo, but fewer of the boys seem to enjoy the good fortune of being the heads of families, located in that sterling factor of great nations—your own home; at least we met fewer of them. At the pleasant home of Mrs. and Bro. John O'Shea we found a sunny atmosphere that defies August weather in Leadville, where it rains part of the time and tries to snow the rest.

It is well that warm-hearted people live in this "City of the Clouds," for the keen mountain air makes one's teeth chatter while he wonders why he hadn't sense enough to bring an ulster. It commonly snows as late as the middle of June; then it lays off until the latter part of August, just to tantalize the people with a bit of eastern summer and, having arranged a most interesting program for the next nine or ten months, it swoops down from the nearest peaks to bury the city and give the snow plows a chance to show their metal. It is small wonder that good wages are paid in Leadville. The wages, like the altitude, ought to be the highest in the world.

Union Meeting at Hartford.

The recent union meeting at Hartford, Conn., was one of the most important ever held in the eastern section of the country. The attendance was good from several states and careful arrangements were made to secure the presence of prominent citizens. First Vice Grand Master Morrissey was the only grand officer who found it possible to attend. He made an address to the public setting forth the aims and objects of the organization. Hon. L. S. Coffin was also present and addressed the large audience. We are not informed regarding Mr. Coffin's subject, but it is easy to guess that fatalities among railroad men were thoroughly and effectively discussed. There were a number of other speakers

whose names we have not learned. The question of safety equipment was thoroughly reviewed, and it is believed will have a desirable influence on pending legislation in congress.

Why?

Any person able to answer this question will confer a great favor on the editor: Why is it that members who write to this office expecting a reply, invariably neglect to give their street address? They seem to think because we have it on the mail list that is enough. When your street address is not given the editor must stop writing, go to the mail room, find your state, then your city, and then hunt through the whole list of names in that lodge for yours. *No other one thing causes so great a loss of time as this carelessness of our correspondents.* Without exaggeration more than half the letters we receive have imperfect addresses.

Who?

Who lives at No. 366 King St. West, Toronto, Canada. We cannot learn. On July 7 he wrote complainingly that he had not received THE JOURNAL this year. He gave the above address, written carefully, but did not give his name. We wrote back, addressing the letter to that number, but no reply has been received. As we are determined to get THE JOURNAL to everybody entitled to it, we hope some one will kindly send in the gentleman's name.

BRO. J. J. McGeo and Miss Amelia Wefing, of San Antonio, Texas, were married recently.

BRO. J. PAUL KIRKBRIDE, who had the misfortune to have his right hand and wrist badly crushed some time since, was doing fairly well at the time the last information was received. It is a very uncommon thing for a passenger conductor to receive such an injury. We learn that he was on short time and was assisting his brakeman when the accident occurred. Bro. Kirkbride will have the sympathy of the whole Brotherhood, as he is well known as a tireless worker for the general welfare.

PEOPLE are continually sending matter for publication in the "next JOURNAL," when the number specified has long since gone to press. Please remember that the JOURNAL is printed in four separate sections; that the first section for October must go to press August 28, and the last section September 16. Therefore, matter for the October number must reach us not later than September 16. Of course it is very inconvenient to have it so, but the editor can't change the conditions. Matter prepared for the press in August, but which will not reach the reader until October, is necessarily a trifle old; but it is not nearly so annoying to the reader as it is to the editor.

The Following is a Statement of Claims Paid in the Month
of July, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
801...	Miss Mable C. Snyder.....	Winterburn, Pa.....	\$ 1,000 00
851...	Miss Florence May Marcy.....	Dallas, Texas.....	1,000 00
866...	Mrs. Sarah J. Crowell.....	Ottumwa, Iowa.....	1,000 00
875...	Elmer Bright.....	Creston, Iowa.....	1,000 00
876...	Jno. Sellers.....	Denison, Texas.....	1,000 00
877...	A. J. Kestler.....	Mansfield, Pa.....	1,000 00
878...	Mrs. Mary Mulherin.....	Wilkesbarre, Pa.....	1,000 00
879...	Mrs. Anna Bosworth.....	Newton, Kan.....	1,000 00
880...	Mrs. S. Shallcross.....	St. Louis, Mo.....	1,000 00
881...	Mrs. Ellen G. Birch.....	Philadelphia, Pa.....	1,000 00
882...	Mrs. I. Murray.....	Moncton, N.B.....	1,000 00
883...	Mrs. Elizabeth Thrash.....	Hazleton, Pa.....	1,000 00
884...	Mrs. Maggie Ryemel.....	Mountain Top, Pa.....	1,000 00
885...	Thomas Shannon.....	Negaunee, Mich.....	1,000 00
886...	Mrs. A. E. Cason.....	San Bernardino, Cal.....	1,000 00
887...	Mrs. Alice Martin.....	Reading, Pa.....	1,000 00
888...	H. M. Blain.....	Sunbury, Pa.....	1,000 00
889...	Mrs. Mary Natty.....	Great Barrington, Mass.....	1,000 00
890...	Mrs. Celia Hurley.....	Omaha, Neb.....	1,000 00
891...	F. W. Dentear.....	Mechanicsville, N.Y.....	1,000 00
892...	Mrs. M. O'Brien.....	Painesville, O.....	1,000 00
893...	Mrs. Susan Smith.....	N. Collins, N.Y.....	1,000 00
894...	Mrs. Ellen Quinn.....	Jersey City, N.J.....	1,000 00
895...	F. C. Gelaer.....	Sioux City, Iowa.....	1,000 00
Total.....			\$ 24,000 00
Amount in Beneficiary Fund July 1st, 1890.....			\$ 4,138 05
Amount received during month of July, 1890.....			27,318 00
Total.....			\$31,456 05
Amount paid in Claims during month of July, 1890.....			24,000 00
Amount in Treasury in Beneficiary Fund August 1st, 1890.....			\$ 7,456 05

Card of Thanks.

EDITOR JOURNAL:—Please allow me to publicly express my heartfelt thanks for the innumerable kind acts of the members of No. 141 and their wives, during the recent illness and death of my wife. Had they been brothers and sisters of my own family they could not have been kinder or more sympathetic, and words entirely fail to express my gratitude.

Yours in B. L.

Butler, Indiana. LEMUEL C. GARDNER.

We would be pleased to hear more expressions of opinion regarding the illustrations in JOURNAL. It is the business of an editor to please the readers, and he is always anxious to know the popular impressions. We have had no difficulty in measuring the effect of the illustrations upon the subscription and advertising departments; but how does it suit those who neither advertise nor subscribe? Do they interest you, or do they not? Do you care to see the portraits of people you read and hear about, or not. So far not a single expression of opinion has come from the readers. Let us know what you think. We have in course of preparation two very interesting portraits for the next issue: Mrs. Granger, Grand Mistress of the Ladies' Auxiliary, B. R. T., and Mr. Howard, Grand Chief Conductor, B. R. C.

Expulsions and Suspensions
REPORTED TO AUGUST 20TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues: LODGE NO.	LODGE NO.
46. A. H. Daly.*	305. G. W. McBride.*§
47. H. L. Baldwin.†	342. Thos. Carroll.†
263. C. R. Early.‡	342. Wm. Rinker.‡
283. O. D. Hillgas.*	
* General principles. † Violation of obligation. ‡ Defrauding. § Drunkenness. Selling liquor.	

SUSPENSIONS.

LODGE NO.
23. S. R. Long, 3 months, drunkenness.
98. S. M. Johnson, 60 days, non-attendance.
219. Edward E. Schelbe, 30 days, retaining lodge money.
305. H. McFadden, 90 days, violation of obligation and unbecoming conduct.
131. W. B. Fuller, 30 days, unbecoming conduct.

A SUPPLY of constitutions of the Supreme Council of the United Orders of Railway Employes has been sent to the financiers of the subordinate lodges. Every member should secure a copy and read it.

If officers of subordinate lodges will supply themselves with the necessary forms for reporting admissions and be careful to fill them out properly, they will save themselves unnecessary work and facilitate the work in this office.

W. A. SHEAHAN, G. S. & T.

*** Grand * Lodge ***
(OF THE)

Brotherhood of Railroad Trainmen.

September Assessment Notice—Nos. 88 & 89—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges: GALESBURG, ILL., SEPTEMBER 1st, 1890.
 Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
886.. W. C. Curtis.....	12	Death.....	June 14	1890 Instantly killed in a wreck.....
887.. Jas. Rutledge.....	36	Death.....	June 16	Coupling cars.....
888.. Joseph March.....	134	Death.....	June 19	Coupling cars.....
889.. Henry Artz.....	43	Death.....	June 21	Struck against overhead bridge
900.. C. A. Moinet.....	178	Death.....	June 27	Knocked off train by overhead obstruction.
901.. W. E. Roberts.....	84	Disability ..	June 30	Left hand cut off switching.....
902.. A. P. Rogers.....	117	Disability ..	Jan. 5.	{Concussion of spinal column caused by jumping off train.....
903.. Geo. Shambow.....	197	Disability ..	July 21	Right leg crushed by iron shifting on car...
			1890	{ Struck by waterspout while boarding train;
904.. Chas. Denney.....	215	Disability ..	April 26	spine injured.....
905.. P. Lively.....	14	Death.....	May 21.	{Thrown under wheels by coal car dump- ing while in motion.....
906.. J. A. Wayman.....	291	Death.....	June 21	Instantly killed coupling cars.....
907.. J. B. Degette.....	50	Death.....	June 22	Crushed between passenger cars switching
908.. H. V. Grant.....	349	Death.....	June 28	Knocked off by snowshed.....
909.. Joseph Hanley	306	Death.....	July 7.	Crushed coupling cars.....
910.. Flint Kina.....	296	Disability ..	July 8.	Jumped from train, right foot cut off.....
911.. Wm. F. Phillips.....	248	Death.....	July 9.	Struck by engine.....
912.. Samuel Carr.....	150	Death.....	July 15.	Killed switching.....
913.. H. A. Snoddy.....	280	Disability ..	July 16.	Right arm crushed coupling cars.....
914.. W. E. Holloman.....	328	Death.....	July 16.	Struck against bridge; killed instantly....
915.. Chas. Goddard.....	301	Death.....	July 25.	Run over by train.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing September 30th, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this Assessment to the Grand Lodge on or before the 5th day of October, 1890, for every Member who has paid September dues. See Article XIX., Constitution of Subordinate Lodges.

Fraternally Yours,




GRAND SECRETARY AND TREASURER.

THE

Railroad Trainmen's Journal.

Vol. VII.

OCTOBER, 1890.

{ NEW SERIES No. 10.
OLD SERIES No. 80.



GEORGE W. HOWARD,
GRAND CHIEF, B. R. C.

GEORGE W. HOWARD.

The Brotherhood of Railway Conductors is extremely fortunate in having for its chief executive a man whose wide and varied experience is by no means the least of his many qualifications for the difficult position he occupies. Experience means a great deal, and the practical lessons it teaches are of estimable value to a man who is called upon to solve the knotty problems that labor organizations can never hope to avoid.

Mr. Howard was born in Illinois in 1848, but was reared in Indiana, and received a common school education at Evansville. He began his railroad career as a newsboy, and steadily rose from one position to another until he became general superintendent. After his introduction to railroad life on the E. & C. railway, he worked on the I. & St. L., the O. & M., the A. T. & S. F., the H. & St. J., the E. & T. H., the L. & N., the L. N. A. & C., and the Coronado railways. The varied character of his railroad experience may be seen from the fact that he is a member of Div. 25, B. L. E., and Div. 10, R. Y. A., as well as the B. R. C.

But Mr. Howard's earnestness and energy in the cause of organized labor is the theme that will most interest our readers. The *Firemen's Magazine* aptly says: "In the ranks of organized labor, there is not a man within the range of our knowledge more brilliant and less boastful, more earnest and energetic, than George W. Howard. His success in building up the Brotherhood of Railway Conductors is phenomenal. He

saw with an eye of a seer the necessity for an Order of Conductors which would demand protection against wrongs and outrages, and he at once threw himself into the work with all the energy he could command, and subsequent events demonstrated how fully he comprehended the wants of railway conductors."

The circumstances attending Mr. Howard's election as Grand Chief of the Brotherhood of Railway Conductors and his acceptance of the same, is, in itself, we think, one of the finest tributes to unselfish, generous action that may be recited of men. He was, at the time of his election, holding the position of Superintendent of Transportation on the Mackey system. A message was sent him asking if he would accept the office of Grand Chief. Although the yearly salary named was five hundred dollars less than what he was paid by the company, Mr. Howard promptly accepted the trust and resigned a lucrative position that he could have retained indefinitely. Such a course is the strongest possible evidence of fitness for the place and must command the entire confidence of the membership.

The Brotherhood of Railway Conductors has laid well the foundation for steady, rapid and successful growth. Not only did it take the precaution to select for its officers men whose past record is the evidence that their future will be successful, but it built upon a constitution which recognizes the fact that manly independence is the key to success, and that timid, half-hearted supplication never has and never will secure for labor the recognition it deserves.

Strike Logic.

It is not every day that a great daily can be found standing fairly and squarely upon the strike question, telling the public the simple truth about that very important matter. It is with pleasure we note the position of the Kansas City News, which discourses as follows:

The logic of events does not teach the Atlanta Constitution anything. Think of a newspaper in this year 1890 stating that the strikes of May aggregate a loss in wages of \$500,000 a day to the working classes—a loss which they can never get back. Is it not singular that the workingmen are unable to learn in a lifetime of experience what the Constitution knew without half a thought?

"Strikes may sometimes redress a wrong and result in good, but as a rule they injure the cause of labor." As a rule they do nothing of the kind. Strikes should be avoided when wrongs can be redressed without them, and it is the present policy of labor organizations to avoid them when possible; but when a people tamely submit to a wrong because the wrong-doer refuses to do right when requested, the worst kind of slavery is the result. And it is doubtful if there ever was a strike that was wholly a failure. It is true that frequently the strikers have to contend with temporary hardships, but, as a rule, when organized men strike they do so either because they feel sure of speedy victory or their condition is so bad that it cannot get much worse. As to the loss of wages while idle, every workingman understands that. There has not for years been any such thing as steady employment for the whole army of workers, and strikes in so far as they extend, take the place of shutdowns, with the difference that the draft on the whole upon the wage fund is larger when the employe decides what time in the year the loafing shall be done.

The Constitution has forgotten the law of supply and demand.

There have been foolish strikes, premature, ill-advised strikes, sometimes when the game was not worth the candle, other times when the thing demanded was unattainable. There have been strikes when a little judgment and patience would have secured the concession without a stoppage of work. All this is admitted, but in a vast majority of cases when conditions have been improved by strikes they would have either remained unchanged or grown worse if the strikes had not been resorted to.

Statistics clearly prove that the conditions in those trades which have had the hardest strikes during the past twenty years have been vastly improved. It is true that there has been lawlessness, but that does not affect the principle, and the law breakers have not always been on the side of the strikers. There have been fanatics in every movement, but that does not alter the truth that "resistance to tyranny is obedience to God." What kind of American citizens would men make who accept as their rule of life these words of the Atlanta Constitution: "The thing to do is to make the best of it (low wages and long hours); half a loaf is better than none!"

How often do workingmen secure an advance in wages or otherwise improve their condition without making demands? Let those who oppose strikes under all circumstances answer this.

No, it seems impossible to get the employers to understand that they will never have perfect peace and security until they heed the demands of workingmen for humane treatment, and many of them can only hear the demands when the machine and hammers are silent. There are others who need advice more than the workingmen. Hasten the day when strikes will be no more.

Opinions on Pinkertonism.

Some people seem to think that those who agitate the labor question and demand better conditions and more liberty for the toilers are the only persons who object to the thugs commonly known as Pinkerton men. To show how erroneous this is we quote from several widely read publications that have nothing to do with labor organizations:

From the *Evening Wisconsin*:

In engaging a force of Pinkerton detectives the New York Central Railroad took upon itself the responsibility of applying armed force—a responsibility which belongs to the governor of the state. * *

Whatever the result of the shooting of strikers may be, the New York Central Railroad will not escape condemnation by the entire American public for calling into its service an armed force of Pinkerton detectives.

The New York Standard says:

The whole conduct of the New York Central in this business has been in defiance of its public obligations, disingenuous, insolent and lawless, and the presence of these hired ruffians in this State, through its procurement, is the worst of its many offenses. It is time that a stop was put to this thing by a law that cannot be misunderstood, and which does not depend for interpretation on corporation judges.

From Pomeroy's Advance Thought:

As a citizen of New York, we protest against the importation of several assassins and murderers organized as Pinkerton's detectives, for the purpose of doing armed police duty in the State of New York. Any man who, for pay, will join a gang to go into another state than his own, to shoot and kill men at the command of any boss or underling of a corporation, is at heart a murderer. If the State of New York is not sufficiently powerful and intelligent to make and administer her own laws for the protection of her own state dignity

and the lives and properties of all her citizens, then let her surrender her State Charter and come into the Union as an idiotic, weak-minded ward. The New York Central Railroad Company in ordering a force of Pinkerton's detectives here from the west, before or after there was a strike on its line, insults the entire population of the state, and shows disregard of its managers for human rights or public decency.

From the Omaha Bee:

Since the strike on the New York Central begun the lines of that road have been patrolled by these mercenaries, the larger majority of whom are selected from the idle, ruffianly and reckless classes, and all of whom are armed with deadly weapons. They are instructed to use these weapons if they believe their lives to be in danger, and there are instances enough since the practice of employing these Hessians came into vogue to show how ready and willing they are to follow instructions upon the slightest pretext, or even without any pretext. Numerous murders, as cold-blooded as any ever committed, are recorded against Pinkerton detectives employed in the service of the corporations to overawe the people.

The Bee has repeatedly denounced the employment of these armed bands of irresponsible men, controlled and directed by private parties, as a gross outrage upon the public and a most serious menace to the rights and liberties of the people. * *

The truth is that the employment of these Pinkerton so-called detectives by the corporations means something more than the protection of property. Their service is more generally that of spies and informers than guardians, and in the former capacity their opportunities for wrong and outrage are greatly enlarged. It is time that public sentiment were aroused to demand legislation, national and state, for the suppression of this system. Its toleration encourages the growth of an evil which is pregnant with danger to the rights, liberties and welfare of the people, and the longer it is permitted to remain the more difficult it will be to remove it.

Humor.

"A little nonsense now and then
Is relished by the wisest men."

"ARE you aware, sir," said the man in the rear, fiercely, "that your umbrella is poking me in the eye?" "It isn't my umbrella," replied the man just in front, with equal fierceness. "It's a borrowed one, sir."—Ex.

Bracing His Nerves.

A great many people can be confidently relied upon to do the wrong thing at the right time. Probably each of our readers can call to mind among their acquaintances at least one such person who always unintentionally says and does the most disagreeable things possible. We have in mind such an acquaintance of whom an epigrammatical friend used to say: "Of all the men I ever saw Mr. A. has the most winning ways to make people hate him!" The following incident, related in the Occasional, is an excellent illustration of one way to win something less than admiration.

"It ain't ev'rybody I'd put to sleep in this room," said old Mrs. Jinks to the fastidious and extremely nervous young minister who was spending the night in B., at her house.

"This room is full of sacred associations to me," she went on; "my first husband died in that bed with his head on these very pillows, and poor Mr. Jinks died settin' right in that corner. Sometimes when I come into the room in the dark, I think I see him settin' there still. My own father died laying right on that lounge under the winder. Poor pa! He was a Speeritualist, and he allus said he'd appear in this room after he died, and sometimes I'm foolish enough to look for him. If you should see anything of him to-night, you'd better not tell me; for it'd be a sign to me that there was something in Speeritualism, and I'd hate to think that. My son by my first man fell dead of heart disease right where you stand. He was a doctor, and there's two whole skeletons in that closet that belonged to him; and half a dozen skulls in that lower drawer. Well, good-night, and pleasant dreams."

**J. GRANGER,**

THE AUXILIARY, B. R. T.

Opinions on Pinkertonism.

Some people seem to think that those who agitate the labor question and demand better conditions and more liberty for the toilers are the only persons who object to the thugs commonly known as Pinkerton men. To show how erroneous this is we quote from several widely read publications that have nothing to do with labor organizations:

From the Evening Wisconsin:

In engaging a force of Pinkerton detectives the New York Central Railroad took upon itself the responsibility of applying armed force—a responsibility which belongs to the governor of the state. * *

Whatever the result of the shooting of strikers may be, the New York Central Railroad will not escape condemnation by the entire American public for calling into its service an armed force of Pinkerton detectives.

The New York Standard says:

The whole conduct of the New York Central in this business has been in defiance of its public obligations, disingenuous, insolent and lawless, and the presence of these hired ruffians in this State, through its procurement, is the worst of its many offenses. It is time that a stop was put to this thing by a law that cannot be misunderstood, and which does not depend for interpretation on corporation judges.

From Pomeroy's Advance Thought:

As a citizen of New York, we protest against the importation of several assassins and murderers organized as Pinkerton's detectives, for the purpose of doing armed police duty in the State of New York. Any man who, for pay, will join a gang to go into another state than his own, to shoot and kill men at the command of any boss or underling of a corporation, is at heart a murderer. If the State of New York is not sufficiently powerful and intelligent to make and administer her own laws for the protection of her own state dignity

Miss Eaton was engaged as a teacher in the Port Huron public school, which occupation she followed until her marriage with Mr. H. M. Granger, in 1885.

On September 11th, 1886, Lodge No. 241. B. R. B., was organized at Fort Gratiot, and Mr. Granger became one of the officers and leading spirits. Mrs. Granger being interested in the order, did all in her power to promote its welfare.

In the spring of 1888, she, with a number of the wives of the members of No. 241, agitated the question of forming an auxiliary in connection with the Brotherhood. In this work they succeeded admirably, and the Grand Lodge of the Ladies' Auxiliary was organized at Fort Gratiot, January 23rd, 1889, by Grand Master S. E. Wilkinson.

Mrs. Granger was elected Grand Mistress, and has since held the office with great credit to herself and the organization.

Home Influences.

[Written for the JOURNAL.]

EVER since Mrs. Winwood wrote, three or four months ago, about the evil effects of cigarettes on little boys and appealed to the mothers who read the Woman's Department to guard the interests of youth, I have been thinking I would say something about home influences in the JOURNAL, but—well, my excuse for delay is that I have been too busy training to do any writing. I think my readers will agree that the subject is as good a one as a woman can write about, and as I have three little ones from three to eight years old for my daily companions, I may not be considered presumptuous for approaching this subject. I do think that we who have so much to do with the home while our husbands are out on the road should make constant use of the Woman's Department and exchange ideas on this subject that lies so close to the mother's heart.

The most important part of a child's training is what it unconsciously receives from the "daily walk and conversation" of the elder members of the household. If we would have our children be



MRS. SOPHIA J. GRANGER,

GRAND MISTRESS LADIES' AUXILIARY, B. R. T.

truthful, courteous and considerate, we must be so ourselves. If we indulge in small-minded gossip about the neighbors we must expect our children to follow in our footsteps; and if we make it a rule to say nothing of a person unless we can say something good, depend upon it the little imitators will grow nobler in mind.

The question of restraint and punishment is one of the most serious and perplexing a mother has to deal with and it ought to be well discussed. For my part I am most determinedly opposed to corporal punishment. In the first place it is brutal, and they who resort to it thereby acknowledge that they are obliged to lay aside reason and resort to brute force. It is a relic of the dark ages, and is no more entitled to a place in modern homes than the faggots and flames that consumed its martyrs have in modern civilization. In the next place, it is not necessary. I am confident that I can accomplish the same thing with more humane methods. Truly, there must be some means of restraint and discipline among the children. But there are many ways to govern without the use of the rod. Its use in any degree is repulsive. Your child learns to look upon you as a master rather than a parent. How can we expect love and respect from one who has borne the cruel blows of a lash? If the child obeys you it is not the obedience of reason, but of fear. It does not do right because it is right, but because it fears to do wrong. It is not my intention, though, to discuss in this letter the milder forms of punishment and the force and beauty of moral suasion. I intend to merely start discussion on the question of the best means of discipline in the home.

The question of entertainment and pastime is one of importance in home influences for children. The child should feel as though it was really a part of the family and not a necessary evil whose presence was merely tolerated. As a rule they are delighted with music, and should be allowed in the parlor just the same as older people, instead of being told, "Now

you run away and don't bother us!" Make them feel as though they have some rights in the home and they will then have some interest in it. Another good idea is to regularly entertain them with stories. Nothing so well entertains them, and fortunate is the parent who possesses the happy faculty of story-telling. Stories need not be empty things either. Every one can be made to teach a moral or a fact. Reading aloud is another means of entertainment and instruction.

Let no one suppose that time thus spent with the children is wasted. They are as quick to perceive and to appreciate good treatment as older people. Every little act of kindness will return to us in after years like a benediction.

ELLEN WILLIAMS.

Fireside Fancies.

An Entertaining Chat About Woman's Work.—Some Reflections on the Waste-Basket.—Literature in the Home—"What is a Woman's Happiest Hour?"

[Written for the JOURNAL.]
THE WOMAN'S DEPARTMENT.

Whoever has perused the JOURNAL with any degree of interest can hardly have failed to notice the great change for the better, which has taken place in its columns under the management of its present editor. Mr. Rogers has, seemingly, put his whole strength to the task of elevating the literary standard of the magazine, and I think it must cheer his heart to see how readily the various members of the Brotherhood have responded with their assistance. The institution of "The Forum" has called out many of the intelligent men of the Brotherhood to the discussion of some most interesting topics of the day, besides affording a space in which whatever causes for dissension may exist in the order may be discussed in a friendly manner.

But while the men are making the most of their advantages, I am sorry to see that the women are sadly neglecting their opportunity—nay, their duty. This is not doing justice to ourselves or to the kindness of those who placed this space at our

disposal. There are many subjects which might be discussed with much benefit to ourselves, and possibly, with profit to the Brotherhood. Only, let us make of the department what it was intended to be—a ladies' department—not a place in which to gossip concerning the members and doings of the lodges to which our respective husbands and brothers may belong. Those individuals are better qualified than we to tell of the financial success of their last ball and the manner in which the officers perform their duties, though as a rule, they find something even more interesting than this with which to fill their portion of the JOURNAL.

One of the delegates at the St. Paul convention candidly expressed himself as ashamed of the Ladies' Department as it was conducted at that time, and spoke of the same department in the *Fireman's Magazine* as his ideal of what ours should be. I had not then seen a copy of that magazine, but quite recently one came to my notice. While I was pleased and entertained by its pages, I was gratified to find that its standard is not so high that we might not hope, in time, to place ourselves on an equal footing.

To be sure, the Woman's Department of the *Fireman's Magazine* has an advantage in having an able editress to give it exclusive attention, while Mr. Rogers can hardly be expected to spend much of his time with us, yet I am sure that if more of the intelligent women of the Brotherhood families would contribute their good thoughts to the building up of this department we could make it as great a source of pride as the similar department of the *Fireman's Magazine*.

Until some more interesting subject arises for discussion, might it not be a good thing if some of the JOURNAL sisters would write us of the recent publications which they have read. To those busy people who have not time to spend in reading new books a bright interesting review is always acceptable. There are many of the Brotherhood who find little time for reading but every true B. R. T. man will

lose his sleep rather than miss reading his JOURNAL. Here, then, is the place to introduce reviews of the subjects upon which he wishes to be posted, yet cannot read for himself. We cannot expect the brothers to welcome us in their circle unless we work for their good.

THE WASTE-BASKET.

There is at least one point in which I think we may claim superiority over the ladies who contribute to the *Fireman's Magazine*, and that is in illusions to the "waste-basket." In the number of that magazine to which I have referred, the remarks concerning the waste-basket were very frequent, while, if I am not mistaken, such an allusion has not been seen in our Woman's Department for many months.

Had I the management of a magazine I think there is nothing which would so move me to consign an article to oblivion as a reference to the aforementioned receptacle. Grammar, punctuation and capitals may be supplied by the editor if the writer has something really worth saying, but a "fear of the waste-basket" is almost unpardonable... There is nothing which so marks the inexperienced writer, and I think an editor should feel it a duty which he owes to mankind to erase every such allusion from the letters which he prints.

This may seem rather strong, and I am aware that many really good letters have been published in the JOURNAL which contained the objectionable expressions, but I am sure that no one will consider such an expression ornamental or deny that the letters would be better without them.

LITERATURE IN THE HOME.

There are few things more plainly indicative of the refinement and culture of the inmates of a home than the class of literature which is to be found in it. To me a book-case is always an attractive object, and on entering a house my eye immediately notes the absence or presence of that article. If it be a well-filled case I know that the people are sufficiently intellectual to enjoy reading of some sort, and an ex-

amination of the volumes usually reveals the degree of intelligence and the literary taste of the owner.

Those who really love their books do not indulge in showy bindings and elaborate book-cases, neither do they relegate their books to the parlor to serve as ornaments. I like best to see a plain, well-filled case placed in an easily accessible position in the most common sitting room in the house. It looks as though the books were regarded as dear friends, whose constant presence is enjoyed, even though one cannot at all times commune with them.

Of course this does not apply to people of wealth and luxury—happy are they who can give a whole room and much attention to these dear companions—but to those of only moderate means to whom a new book usually means a denial of some little pleasure or gratification.

He who enters a library and communes with the great minds whose representatives are before him is a necromancer of greater power than any who have entertained the world with exhibitions of the Black Art, or than any spiritual medium who, in darkness and mystery, calls up the spirits of a past generation to tantalize us with evasive answers. No words of invocation are uttered, no juggling mummery is practiced. He simply lays his hand upon a book, turns its pages, and presto! he is face to face, soul to soul, with some master of wisdom who lived and died centuries ago.

How we would love and reverence these great men and women who have left us such a rich inheritance could we but have them with us and entertain them in our own homes. But since that cannot be let us appreciate and enjoy the riches we have from them.

I have had a grudge in my heart against Dr. Talmage since I read that it is his habit to cut from the pages of his books whatever quotations are needed in his sermons. I would rather snip a piece from the dress of a dear friend than cut a sentence from a cherished book.

A WOMAN'S HAPPIEST HOUR.

Some time ago the enterprising editor of the Ladies' Home Journal sent to several of the best known women writers this question: "Which is the happiest hour of a woman's life?" and in a recent issue of that magazine were published nine of the replies which had been received.

The question is one which not one woman in a hundred could answer for herself; how then can any one, even though she be a representative woman, answer it for all womankind? However, the replies, though they be not satisfactory, are exceedingly interesting.

One would quite naturally expect those women who have given the best of their lives to literary work and have won fame and fortunes by their efforts, would quickly respond to such a question by pointing to their hours of greatest literary achievements or to the hour in which their first work was accepted; but not one of them seems to have found her greatest happiness in that way. We, of the humble sort, are apt to think of these famous women as in some way above the little domestic joys of our lives, yet one of these women tells us that some of her happiest hours have been spent in watching the development of her only child.

Miss Willard's reply is so good that I wish to give it in full, though it fails to answer the question in the general way which, I think, the questioner intended: "The happiest hour of my life was the one in which I was least conscience of myself and most uplifted into holy thoughts and purposes. What is my idea of happiness? Painless, constant activity."

How fitting such an answer seems to such a character as Miss Willard's, but how few ordinary woman can echo such a sentiment.

Jenny June questions the possibility of any one hour being the happiest in a life, since real happiness is usually limited to moments rather than hours, but adds that "happiest experiences are those in which self is lost, and there is entire absorption in an exaulted idea, in the fulfillment of a

hope, in the realization of a duty well performed."

But while Jennie June believes that hope fulfilled brings happiness, Mrs. Frank Leslie seems to consider that happiness comes in hoping, and that fulfillment ends it. She says: "The top brick of the chimney is the one and only brick we desire, and, if by some prodigious effort we secure it, we find it sooty, battered, coarse and clumsy and we throw it as far out of the window as we can manage. It is while we are reaching for that top brick that we enjoy it."

Rose Terry Cook concludes that a woman's last hour should be her happiest, because it ends all her troubles and trials; but that life must have been hard indeed which could hold Death's hour the happiest on earth. Louise Chandler Moulton and the Duchess agree that love makes woman's greatest happiness, while Mrs. Whitney comes close to what we must all feel in saying: "What to one woman would be deepest and highest might to another be quite incomprehensible. And then, we often know so little of what a happy moment has been until it is all over. For myself I do not think I have had my happiest hour yet; I fancy it is in expectation with almost everybody." And is it not much better so? How prosaic our lives would seem if we could fix upon some hour in our past and believe we should never be so happy again. Hope carries our happiness under his wing—and Hope flies always before us.

SISTER LU.

Proper Training for Children.

[Written for the JOURNAL.]

There are ways and ways of training children and what I have to say on the subject hinges upon the significance which is given to the word training in this connection. As a rule a well trained child is understood to be one over which a constant surveillance is kept and which in early childhood has been taught as many as possible of the ways of older people. The child is admonished to "do this way," "don't do so," "now sit still," till all the

sweet originality of youth is crushed out and his most approved diversion is apeing the ways of his seniors. Too many children are graduated into manhood and womanhood on leaving long dresses; a little one of two years recently became highly indignant because I called him a "sweet baby."

In a child the wine of life is new and the spirit must have space and freedom to ferment before it can change to quiet strength and sweetness. Until the age of two or three years children should be treated very much as we treat other young animals: give them something with which to amuse themselves, allow them space in which to frolic, see that they do themselves no injury and leave nature to do the rest.

Of course bad habits must be corrected—and such corrections can hardly be made too soon—but it should be done as young trees are trained to grow; while they are straightened they are also strengthened and the causes for the defects removed as much as possible. So when a child is corrected in any particular, the correction should be supported with firmness and strengthened by reason. It is the constant pruning and training to grow in *unnatural* ways which spoil the beauty of both children and trees.

On the whole, a little child should receive only such training as is absolutely necessary in assisting nature to form a physically and mentally healthy child.

Some one has questioned the propriety of using the word training in reference to children, holding that we *train* animals and *educate* children; but I contend that a child which is too young to reason connectedly may be trained to whatever is for its good, though the training which I approve and that which is understood in this connection differ as the watchful care of a gardener differs from the directions of a dog-trainer.

As the mind of a child develops its different faculties it is like a vine sending out its branches and tendrils for support and nourishment in its growth. Then it is that the greatest care is necessary to prevent the unsymmetrical development of

some one branch—to place beyond its reach whatever might stunt or impair its perfect growth; and to see that none of the tiny tendrils which have fastened themselves in perfect faith to some object are rudely torn from their hold. The shock to a child's mind in finding that some one person in whom all confidence has been placed is unworthy or that some belief which has been trustfully entertained is false is almost inconceivable to a mature person. Truly, "the thoughts of youth are long, long thoughts," reaching through and influencing a whole life.

While in infancy we watch the inner growth of a child, in its youth it becomes necessary to more carefully guard the outer influences which are brought to bear upon it. Chiefly, these are through its associates and through the reading matter which the young mind so readily absorbs. Of the former I have little to say. Every careful mother realizes the necessity of helping her children to choose their companions, but many otherwise careful guardians totally neglect or do not appreciate the importance of giving their attention to the books which are in their children's hands.

What a child reads he reads carefully, giving it more attention than the ordinary conversation of his comrades. Then, too, books are carefully prepared and written in a manner which chains the interest and engages the confidence of youthful minds. For this reason it is essential that a child find only good, wholesome literature in his own home, for it is there that his first books are read and his literary tastes formed.

If you have in your home one book which you consider unfit for the pure mind of your child, burn it at once, though it be bound in Russia leather and illustrated with the finest engravings. But while you keep from him all unsuitable literature, be sure that you keep him well supplied with that which is good, for it is by careful selection of his books that you may influence his whole life.

An eminent author has said that to insure success in literary work it is essential

that one's youth be spent tumbling about in a library. Though we may not expect our children to become famous in the field of literature we may assist them to a great extent in winning success on the highroad of life.

MRS. LUCILLE OSMOND.

What is the Proper School Age?

[Written for the JOURNAL.]

To my mind there is nothing in the list of domestic responsibility so important and so serious as the early schooling of our children. I firmly believe that their future usefulness as citizens and their happiness or misery as individuals depends very largely upon the wisdom of their early mental training. But if the responsibility is great the difficulties the parent encounters in properly training the child are infinitely greater, and while I recognize the impossibility of us all following a common course, I believe that we might derive much benefit from a discussion of the subject in the Woman's Department of THE JOURNAL; therefore have I accepted the editor's invitation to set forth my views upon the question: "At What Age Should Children Enter School?" I have some fears that these views may appear startling to those who have given the subject little thought, but I am confident that they are entirely practicable, for I have, during a number of years, tested them by experience.

I am of the opinion that one of the first mistakes made by parents is confining their children in school at too early an age. Children must have a chance for physical development. It is the national mistake of America that too little attention is paid to muscle and fiber. In this age of push and hurry intense mental exertion has become almost a crime against the race. It is extremely unfortunate that children, at least, may not escape it. They are crowded into school before they have scarcely learned to lisp the language, hurried through the prescribed course and graduated before they have come to a serious understanding of life's duties. It is the common custom to place children in school at the age of five years. Think of that!

Why, they are but infants— wee toddlers, who should have nothing more serious to do than laugh and play and grow.

Now my idea is that the child should not be confined in school at all, but can be taught all that need be known, at home and without books, until the physical being has had an opportunity to develop the foundation for rugged health and strong intellect. I think a child ten years old is quite young enough to enter school. It is not necessary that they live in ignorance until that time, for long before that age they may be taught all it is needful to know, without being imprisoned in a stuffy school room seated at health-destroying desks, bending over musty books. Children under ten should spend every hour possible in the open air and the sunshine. Don't be afraid to let your children "run wild." The dirt and tan won't hurt them. They may get boisterous and wear the bronze of gypsies, but it will paint the bloom of blessed health in their cheeks.

I believe in home instruction under ten for the healthiest children and for others much longer. The parent need not be a Solomon to impart it. Surely it is enough for your children at ten to know what experience has taught you at thirty or forty. You have only to tell it to them in a simple way. I instruct my children by conversation, whenever and wherever circumstances offer an opportunity. If one speaks incorrectly I call attention to it and have the others suggest the correction. They learn to count by playing with their toy blocks and the contents of saving banks; and from scraps of dry goods they learn enough about colors to puzzle many a father. I teach them the first lessons in geography by short talks and a cheap globe from the book store, and then making use of a map in colors give them a general idea of the country's outlines and dimensions and important places. I give them a general knowledge of history by short talks illustrated by any pictures that come to hand, and it is wonderful how these "stories," as they call them, hold their attention and make an impression.

Under no consideration do I allow these verbal instructions to interfere with their play. There is no stated time for such lessons. I seize upon the most favorable opportunities and when something has attracted their attention and aroused their curiosity I make the most of the circumstances.

I believe that if the mothers who read THE JOURNAL will give serious thought to the iniquity of confining our children in school at too early an age and remember that a strong intellect is simply the natural result of a healthy body perfectly developed in youth, they will be conferring a blessing upon themselves as well as a legacy of inestimable value upon their children.

FAY WINWOOD.

Jennie Lind's Grave.

P. T. Barnum recently talked feelingly to a reporter of the Chicago Tribune about the rumor that the famous singer died neglected and broken hearted. Replying to the request for the truth, Mr. Barnum said:

"Not a word of truth in it. It's false. It is unjust to the dead—it is not fair to the living. I was over in the old country recently, as you know. I went to Jenny Lind's home and saw and talked with her husband, Mr. Goldschmidt, and her daughter and her granddaughter, and they with me. As for the grave of the dear dead woman, it is marked by a monument in the shape of a cross. It is touching in its simplicity. But it is like her in that respect. It is costly and unique. The grave is strewn with fresh flowers every day, and the most of these are sent down by the Goldschmidt family."

"How could any one say that Jenny Lind's grave is neglected, and how could any one say that she died broken-hearted? Her whole life was a song. Her last days were spent in singing for indigent clergymen. She was the most charitable woman that ever lived. I could make her cry in two minutes by telling her a story of poverty, and she always backed her tears with a purse full of money. It is a mistake to say the fame of Jenny Lind rests solely upon her ability to sing. She was a woman who would have been adored if she had had the voice of a crow. She was guileless, great-hearted, and her heart beat for the poor. She would have been known, and loved if she had never sung a note. Of all the people with whom I have had relations as showman I became more attached to her. Dear Jenny Lind's name will live forever, and that she was not loved to her last breath, and that her memory is not tenderly kept, and that her grave is not covered with flowers is not true. Not true, sir. I hope the contradiction will be emphatic."

THE RAILROAD Trainmen's Journal.

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

OCTOBER, 1890.

THERE is a high-toned, aristocratic ring to the very name. H. Walter Webb. Does H. Walter part his hair in the center of that wonderful head?

PRINCE GEORGE is in America, and the dream of the Four Hundred is realized. A chance to rub against a real live prince is something that don't occur every day. If his royal highness has an eye to business we would respectfully suggest that an engagement with an Eden musee would bring him a pile of money.

THE Grand Lodge of the Brotherhood of Railway Conductors has honored us with an invitation to attend the reception which opens their second International Convention at Toledo, Ohio, September 15. The program is not yet announced but it will be one of those delightful occasions that we all enjoy, and fortunate are they who can arrange to attend.

IF Germany, Russia and Austria are spoiling for war, why wouldn't it be a good scheme and save lots of lives and money to have Bill Hohenzollern, Alex. Romanoff and Joe Hapsburg shie their castors and settle the European question a' la Sullivan? Emperors who delight in war should be given a chance to do some of the fighting.

NOT long since Emperor William of Germany visited Czar Alexander of Russia and, it is supposed, held a consultation about peace and war. How ridiculous it is to think of a single irresponsible man being able to precipitate a tremendous

conflict, in which hundreds of thousands of lives would be lost. These men occupy such positions because they are the descendants of a long line of titled bullies, who originally came into power by being strong enough to command the weaker, or crafty enough to plot against better people.

We pity the poor dupes who pay "allegiance true" to these monarchs, and for that reason are glad to hear that Bill and Alex. are on good terms and have no intention of bruising each other.

THE successful use of electricity for general rapid transportation by rail is not a wild idea, nor even an improbability. The practical use of electricity for anything but telegraphing is in its extreme infancy. It is but a very few years since the electric light was a novelty. Half a dozen years ago there were less than a hundred motors, working rather uncertainly, by that mysterious power. At present there are more than fifteen thousand in successful operation. Electricity for transportation is advancing quite as rapidly as steam did after its introduction.

IT is remarkably strange what abuses people will tolerate, and how long it takes to arouse them to decisive action. The employment of Pinkerton men by corporations to assist them in intimidating citizens is as flagrant a violation of law as the history of the republic records and is an example of insolent defiance of the legal authorities of the state that cannot be seen in any of the monarchies of the world. The employment of Pinkerton's mercenaries is, in reality, nothing less than calling out a small standing army, not to preserve order but for the purpose of conquest.

The Pinkerton men who hold themselves ready to club and shoot in the furtherance of their employers' interests have but one parallel in history. During the feudal age when men held their possessions by force of arms, when a proprietor's sword was his patent, when the barons held their vassels by dividing the plunder secured by bloody raids and derived their power

wholly from men who knew no nation and no law but the voice of the robber chief—when this state of affairs existed Pinkertonism had a parallel.

WE have the artistic invitation card issued by the Grand Lodge of the Brotherhood of Locomotive Firemen for the opening reception of their National Convention at the Bijou Theatre, San Francisco, September 8. It will be an occasion made memorable by the usual program of entertaining addresses, and we keenly regret our inability to be present.

NOT long since two monkeys who had witnessed a duel that took place inside a circus tent at Paris waited until the combatants had left the field, and then secured pistols and, standing but four feet apart, fired. Both fell dead. Scientific papers are trying to decide whether this strange duel was the result of animosity or simply a monkey's well known habit of imitation. We cannot see anything strange about it. The aristocratic monkeys of the Parisian nobility have been fighting duels for centuries. The only material difference is that they shoot at four hundred feet instead of four, and that nobody receives any more physical damage than that naturally arising from extreme nervousness.

Advice of the Spider.

Commenting on what it calls the "cruelty of strikes," the *Railway Age* suggests that it is a cruel thing to "order into idleness many thousands of men who are now earning good wages and who have no personal reasons for dissatisfaction."

Evidently the above named organ of railway officials does not consider the fact that every toiler has a personal interest in the condition of every other one. If the laboring man could see no further into the problem than the *Age* assumes, his case would be indeed hopeless. But the toilers fully understand that they must depend upon united action for the preservation of what favorable conditions they now enjoy, just as a soldier understands that the safety of the whole army depends upon individual courage.

The argument that general strikes should never be ordered because many engaged in them would have no "personal interest" to be served is a favorite one with employers who give cause for strikes. It is an appeal to selfishness. It is made in the hope that the toiler can be dazzled with the dollar in sight and his vision for the future blinded. It is an attempt to create a stampede that shall destroy discipline in the ranks and thus weaken the irresistible power of united effort.

But the spider will sing the serenade to selfishness in vain. Labor may sometimes act the part of the fly, but it is altogether too "fly" to be so easily entrapped. The wonderful power of federation is forcing itself to the front. Its practical lessons have already been so clearly taught that he who runs may read. The toilers have at last learned that they are an army—not of aggression but of protection and preservation—and that the general welfare of all armies depends upon the willingness of each soldier to act like a man instead of considering his personal convenience and sacrificing the whole army by a cowardly anxiety for personal safety.

Why the Council Couldn't Act.

Some people have been stupid enough to denounce the Supreme Council because it did not go to the assistance of the Knights of Labor and order a general strike. It is well to be sympathetic, but it is better to be sensible. The Supreme Council is not an irresponsible revolutionary tribunal with the power and inclination to plunge into war at every opportunity. It is simply the executive power of several labor organizations which have joined forces to preserve peace and secure justice to the members of those organizations. It was not created for the purpose of fighting battles for people who are not a part of it, or of championing the cause of the countless labor orders in the United States which are under no obligation to render similar assistance in return. The Council is governed by laws which limit its powers and beyond which it cannot act. It can

declare a strike only when a grievance has been presented by one of its own members.

The order of the Knights of Labor is not a member of the union whose power is concentrated in the Supreme Council, nor has it ever made any effort to become a member. What, then, would be the result of fighting its battles for it? What reason would there be for an organization entering the federation if it can secure the same protection by remaining outside? If the State of Texas, once an independent nation with a strong government and a president, could have remained a sovereign power and yet secured the protection of the United States without entering the union and paying its part of the national expenses, would it ever have done so?

Under the circumstances the Knights of Labor could not and evidently did not expect us to become their allies. The Supreme Council did all it possibly could do. Every loyal laboring man will be in active sympathy with the toilers. He will hope for their success though he hopes against reason. He will keenly regret that the progress of organization has not been such in the past that the Knights of Labor would have been safe in this struggle, but he will appreciate the course of the Council in placing reason higher than sympathy and doing nothing to weaken the force of federation.

Corbin's Imitator.

THE New York Central strike is another illustration of the conflicts precipitated by capital controlled by men who evidently believe that labor organizations should be crushed out of existence. For some time Austin Corbin enjoyed the distinction of being the most unreasonable, despotic individual in the United States who held a position that enabled him to practically demonstrate the contemptible meanness which dwelt in his microscopic soul. But now that he has left the scenes of his labors against liberty, it appears that his mantle has fallen upon the aristocratic shoulders of Mr. H. Walter Webb, Vice President and mis-Manager of the Central.

Mr. Webb seems to be peculiarly fitted by nature to wear the Satanic mantle. Reared in the autocratic atmosphere of

shoddy aristocracy, thoroughly imbued with the idea that labor exists but to feed the idlers, gifted with a mind incapable of sound reasoning and supremely indifferent to fairness, Mr. Webb adjusted the mantle to his managerial shoulders and found that it fitted him as naturally as horns belong to the devil.

If the New York Central directors intend to try the experiment of crushing organized labor on their lines and have made choice of Mr. Webb as the instrument, they have chosen their minion well. Such work requires a stubborn, mulish spirit, an overbearing hauteur, a tyrannical disposition, a dead conscience, a petrified heart and a very stupid head. When tested in this crucible Mr. Webb will not be found wanting.

And there can be no doubt that a crusade against organized labor, because it is organized, is the deliberate purpose of that corporation. That the nearly forty men dismissed were members of labor organizations is not sufficient grounds for this assumption; but the fact that they were reliable men whose competence had been tested by from five to twenty years service with the company leaves the corporation wholly without defence for its detestable work and shows very conclusively the animus that inspired it.

Immediately that the fight was on, Mr. Webb felt the force of public opinion and sought to avoid censure by pretending that the men were not discharged on account of their allegiance to organized labor. Such an assertion only damages his case. If true why should he object to investigation? Why should he be unwilling to have the men questioned in his august presence, and why should he persistently and pig-headededly refuse to submit the question to a board of arbitration? The reason is obvious. Mr. Webb will not arbitrate because he knows that fairness would defeat him. The company has no case. It shuns investigation because investigation would destroy its pretensions. It will not appeal to reason. It is a stranger to justice. It has armed itself with the bludgeon of brute force, and with the help of hired intimidators and professional bullies it intends to destroy the independence of labor as far as it possibly can.

MR. J. J. CREAMER is making a good labor organ of the *Machtnists' Journal*, official organ of the National Association of Machinists.

It seems that the end of the discussion on federation is not yet. It is well enough so. It is the most important labor question of the age. No one can learn too much about it. No one can study the subject too closely.

THE fifth National Convention of the Switchmen's Mutual Aid Association opened with a public reception September 15th, at Buffalo, N. Y. We are indebted to the Grand Lodge for invitation cards. The S. M. A. A. presents a first-class programme on such occasions.

THE editor of the *U. P. E. Magazine* still hopes against hope and continues to frantically wave his red light in front of the locomotive of national federation. Bro. Corbin probably wonders why no attention is paid to the signal and we don't mind letting him into the secret. Just a bad case of color-blindness, Bro. Corbin. You have mistaken a green light for red.

ELI PERKINS says the way to prevent strikes is to encourage foreign immigration. It is possible some of our readers may not know who Mr. Perkins is. We take pleasure in explaining that he is an Englishman who came over to this country about 1876 and traveled about delivering an alleged humorous lecture. As nobody but Eli could see anything humorous about it he gave it up and took to writing newspaper lies for cash. He has been eminently successful.

ONE of the sources of greatest danger to the prosperity of American labor is the stream of foreign immigration that is flowing steadily in upon us. The United States should welcome intelligent foreigners who possess the natural qualities that make good citizenship. But the free importation of multitudes of men whose life has been spent drudging for a pittance and who expect to continue it, while they are perfectly willing to be kicked and cuffed

around beside, is a positive menace to our welfare. These men are, as a rule, willing to work for a price that would starve an American. The lowest classes of them are already crowding the Pennsylvania miners out of employment. What is to prevent another class destroying the railroad occupations, in time?

It is all very well to say that America is an asylum for the oppressed and that to oppose foreign immigration is selfish. Perhaps it is. Selfishness is sometimes a good thing. There is no sense in dividing the prosperity of a country until nobody has living wages. Good wages means comfortable houses, wholesome food, a little leisure for mental improvement and a higher civilization. A multitude of idle workmen means poverty for everybody.

Two Typical Men.

We meet every day two typical men
Whose thoughts can be read in the face.
One frowns and one smiles wherever they go,
And chill like the blast from December's snow
Or cheer like the sunshine's mellowest glow
That lights up the gloomiest place.

One lives in a palace of marble stone,
But his heart's as cold as its walls.
With hand as cruel as the hand of Fate,
He adds to the hoard of his vast estate
A part of the wealth that others create
But his cunning and craft enthralls.

The other one lives in an humble home
Lit up with the light of love.
No royal symphonies float on the air,
But his cherub children, rosy and fair,
With the music of laughter challenge care—
A vulture defied by a dove!

He owns not a dollar of worldly wealth
But was earned in an honest way.
He scorns the lot of the wealthiest shirk,
And hazards his life at perilous work
Where the shadows of death forever lurk
Like the fiends pursuing their prey.

I'd rather be him who stands at the brake
In the rain and the sleet and snow,
Facing the dangers of the darkest night,
With his courage renewed and life made bright
By thoughts of a home whose fireside light
Has a ruddy, radiant glow,

Than to have a heart that is but a den
Where serpents of avarice coil;
To live in a palace others have built
And know that its marble and bronze and gilt
Is the price of the blood that Death has spilt
From the veins of the sons of toil.

Who Can Tell?

We have a letter from a friend saying, "I see some one is imposing upon you. One of the excellent poems recently published was not original with the writer." We think our friend is mistaken but we will be very thankful to any one who will help protect the JOURNAL against plagiarists. We have rejected a number sent in as original which we knew to be stolen. Only three have been printed to date besides those credited to other papers. As the editor wrote two of the three it leaves only one that can possibly be stolen. That one appeared in the July number over a name strange to us, but we have no reason to suspect that it was plagiarized.

The *Firemen's Magazine* has been having trouble again with this class of people and succeeded in exposing a very bad case. Such people are not merely annoying but do a publication positive damage when they succeed in foisting a stolen article upon it, and they should be handled without gloves when detected.

Since writing the above another letter has been received and the writer says she read the "West-Bound Train," published in the JOURNAL for July, long before we printed it, but can not recall the name of the paper it appeared in. We hope our correspondent may be mistaken but will welcome any positive evidence. Meantime let us hear from the contributor who sent it in.

HERE is a sample of the stuff with which a great corporation paper tries to stir up trouble in the ranks of labor. It is from the editorial columns of the *Chicago Herald* of Sept. 8:

"Powderly's salary is \$3,000 a year. A grand master workman does less work than the ordinary workman, but he gets a good deal more pay. A good share of the earnings of labor goes to pay the officials of labor organizations, who are better paid than labor itself."

THE JOURNAL does not use immoderate language. If it did we would be impelled to say that the *Herald* is a wilful and contemptible liar. Any grand officer who has

come up from the ranks like Mr. Powderly, knows that his work becomes more constant and grinding, more wearing on body and mind and that upon him rests a burden of responsibility so wearying that its shadow falls ever by his side. It follows him home from his office, intrudes even upon slumber, and falls athwart his path on idle rambles. Happy is the man who leaves care behind him at the shop.

Mr. Powderly is not "better paid than labor itself." It is on account of the earnest work of such men that labor is paid more than a beggar's wages. It is the logic and courage of such men that prevents the pitiful wages the *Herald* would be glad to see paid. The truth is that Mr. Powderly's articles in the official organ of the Knights of Labor have done enough for good wages to make the monopoly organs hate him. The man who wrote the editorial we quote from the *Herald* understands perfectly well that the \$3,000 paid to Powderly comes back to labor multiplied a hundred fold. He knows that Powderly's work is of a high class and that outside of labor circles it would command a still better price. The *Herald* man knows that he, himself, is paid a higher salary for a less responsible and less wearing work. There is this difference between the two men: They are both capable and brilliant, but one is employed to defend the toilers and secure a fair return for their labor. The other is employed by a publishing company that gets its advertising—its life blood—from capitalists, and he is paid for doing his best to destroy organizations and keep wages low. Naturally enough a man who hires himself out for such detestable work has little regard for the truth.

Two Courses.

It's an easy thing to get along smoothly as an editor—if you say nothing. If an editor expresses no opinion he will certainly offend nobody.

We have in mind a certain official organ that might truthfully boast that it never has a quarrel, or even a discussion on its hands. But it buys peace at a fearful

price. It has nothing to say about the vital labor questions of the day. It fills its pages with a little correspondence and a great deal of selected matter. Its editorials, if that is the proper term for them, are few and usually confined to social events, insurance questions, local happenings and other matters quite as tame. The burning questions of the day are passed by lightly or touched not at all, and if the editor makes a statement that is called in question by another editor, the latter is quietly ignored.

That is the way to get along smoothly. But is it the right way? Should the editor of an official labor organ quietly fold his hands and draw his salary? Or should he, like a man with the courage of his convictions, be active, energetic and alert, keenly watchful of Labor's interests, and swift to expose every form of injustice?

We believe that he should. He should be cool and clear in judgment, but above all he should have the courage to face every problem that confronts the toilers and speak his candid opinion. Without courage all other virtues are palsied. He should be a man, who, seeing the true position, will promptly take it and never compromise, nor excuse, nor palliate nor falter, nor retreat one inch.

Such men must not expect to go smoothly through life. It is impossible. Every supporter of injustice will hate them. Every friend of tyranny will be their foe. The retailers of slander will attack them and the vilest calumniators will be their sworn enemies.

Is Labor Ungrateful?

The ingratitude of labor is often commented upon and, judging from many examples, not untruthfully. Ingratitude to those who confer substantial benefits which are sometimes beyond money value is a very poor, short-sighted policy. Attention was called to it two years ago, when a Pennsylvania labor leader died in poverty and rags after having given up a lucrative position to devote his life to the

noble cause of bettering the toilers' condition.

Marcus Thrane, who died last April in Wisconsin, is another notable example. He was born in Norway, and was a near relative of the prime minister to the king. He possessed both the talent and position that would insure him wealth and fame. But looking out upon the millions who toiled in poverty his quick sympathy was aroused, and scorning the proffered advancement under the crown he stepped into the ranks and started the first labor agitation in Northern Europe. He established a paper and within a year organized over twenty thousand laborers, and brought such a pressure to bear upon the government for labor reform that it was decided to check the movement. In 1850 the king's police seized his office and threw Thrane into prison. After serving a seven-years' sentence at hard labor he was released. His property was gone and the laboring people who had realized a benefit of millions of dollars easily forgot his splendid work. He came to Chicago and for a time published a little paper. He now lies beneath a plain iron slab in the Eau Claire cemetery, remembered only by those who understand the nobility of such natures.

The laboring people of England have a somewhat similar record of ingratitude against them. They reaped the benefit of the life work of the enthusiast of Kent, and when he had spent a fortune of fifty thousand pounds in the cause without reserving a shilling for himself, when he had grown old and gray and feeble in the work, a subscription fund was started for his relief. It was circulated among the laboring people who were hundreds of thousands of dollars ahead by his work—and it failed absolutely. The old hero died in a garret.

And now comes the information that John Burns has been obliged to lay down his pen—a pen that has wrought more for labor than all the Queen's soldiers have for the nation—and return to private business to support his family. John Burns is a forcible writer and a splendid orator. His

services to labor simply cannot be measured by dollars and cents. When his matchless eloquence influenced the public, when his logic swept away the sophistry of corporation advocates, when he stood between the striking dockmen and defeat, a million toilers applauded. But the battle is past. Their danger is gone. The enthusiasm is dead.

Will it always be so? Oh, short-sighted Labor! Can you not see that even the monopoly that robs you is loyal to its advocates? Do you not see that ingratitude is the dagger you turn against yourself? When a man whose intellect is head and shoulders above the multitude flings aside private interests and pits himself against your enemies his arm is unnerved with ingratitude, his achievements are met with indifference, and at the first sign of faltering the multitude shouts, "Crucify him!"

Where Does the O. R. C. Stand?

Isn't it about time for the Order of Railway Conductors to let the other labor organizations know just where they stand and just what may be expected of them? For a number of years the O. R. C. bore a very unsavory reputation and was regarded by other organizations as the Judas who stood ready at any and all times to betray the other members of the labor family for a very small amount of filthy lucre, and if the lucre was not forthcoming to do it for nothing. While the O. R. C. contained thousands of true and noble men who felt nothing but loathing and contempt for such principles, it is useless to deny that there was enough of such work in the Order to make the very name decidedly odious in labor circles.

But the true and loyal labor men who belonged to the order still remained in it and kept saying to their friends outside that the time would soon come when a change would occur; that the younger blood would soon be in command and that the influence of the element known as "company men" would perish. The labor world waited and watched, and those who sincerely long for the time when all labor

organization shall be close friends and allies, waited and hoped.

At last the promised change came and it was given out to the world that the O. R. C. has become a protective order and taken its place in the ranks. Then came denials, contradictions and uncertainty. It was stated that no clause was inserted in the constitution directing that the strike be made a final resort, but that the clause which prevented it was stricken out. The advocates of harmony between the organizations concluded that the omission was all that was necessary; that if there was nothing in the constitution to prevent the strike it would be used when needed; that the loyal people were in power and would use it; that, in short, the O. R. C. was "one of the boys" and would henceforth stand shoulder to shoulder with the rest. The labor press offered congratulations and it can never be said that the whole attitude of the toilers in general was not encouraging. Labor stood ready to forget the past and hope for the future.

And what has been the result? Simply a continuation of the uncertainty about where the O. R. C. really stands and what may be expected of it. One of its grand lodge officers appears in Louisville and strongly favors federation. Later another one organizes a lodge in Pennsylvania and declares that he believes there is no desire for federation and that system federation is, at most, the only thing the O. R. C. would even sanction. Again the chief executive gives it out cold at Savanna that he cannot pledge the O. R. C. as an order. Meantime the wrangle between the factions goes on and one is led to wonder which side will be on top in the future and whether the new element that has at last gained temporary notice will be able to maintain its position.

The other organizations should know where the O. R. C. really stands and what may be expected of it. They have a right to know. There should be no uncertainty about it. What is meant by saying "individual action is in no way restricted but the Order is not on a strike basis"? Does

it mean that as a last resort each member acting on his individual responsibility will quit work, and that the word "strike" is not used because you would lose prestige with the employers by using it, or does it mean you had to allow that privilege to some members or lose them, and that as an organization you won't strike even if a company walks all over you? We are aware that the language is strong and homely, but it is not meant to be either impudent or frivolous. We simply seek the fact. Other publications have declared in uncomplimentary terms their belief that the present position of the O. R. C. is a straddle and a fraud, but the official organ of the O. R. C. has ignored them. The *Journal* asks a civil question and civil questions should not go unanswered.

National vs. System Federation.

Once more the editor of the *U. P. E. Magazine* has stepped into the arena, rolled up his sleeves, winked at the crowd and asked which of the advocates of national federation he should mangle first. He uses as the caption for his article the sanguinary line, "A Challenge," and opens the play with an exquisite bit of pathos by complaining feelingly that we have hitherto made sport of his arguments, and says "the man without an argument will ridicule his opponent every time," from which it would appear that the "arguments" aforesaid were open to ridicule and that the target was broad enough to be hit. "Birds flutter when stones strike the mark."

The *Magazine* complains that we overlooked an article in its May number which contained some arguments and seems to think that if we had found them we would understand something about system federation. Referring to our assertion in July that we could not induce it to give to the public its superior plan the *Magazine* says: "We now here challenge the editor of the *JOURNAL* to publish in full the article we refer to in our May issue," and graciously adds that if we think it too long there are certain paragraphs it will allow us to omit!

Whatever other admirable virtues the *Magazine* may possess it is evident that its modesty stands at the top. We trust that our custom in the past of reproducing its arguments in full so that our readers could judge fairly, while it grudgingly reprinted such paragraphs from this publication as suited its purpose, has not lead the *Magazine* to imagine that we stand ready to present it with the earth. The article referred to occupies nearly three full pages. We would be delighted to surrender the space to the *Magazine* but on this occasion the *JOURNAL* begs leave to say a word itself. Apropos this subject a Chicago editor who has carefully watched the discussion recently said to us, "From the way the editor of the *Magazine* avoids reprinting your articles he evidently intends not to be placed in an uncomfortable position before his own readers, whatever may become of federation." The *Magazine* can have the remark for what it is worth.

The *Magazine* did give some reason in the May issue why it thought system federation a good thing, but we did not know it until our attention was called to it as above mentioned. The article was not placed in the editorial columns but appears in an unusual position. It appears at first glance to be a slap at the *Firemen's Magazine* and as it was not directed toward us we spent probably about one minute, glancing through it and passed by. Being unaware that a careful study of the three pages would have revealed an argument we don't think it is necessary to apologize for failing to discover the needle when we simply sauntered by the hay stack. However, since we have been formally warned of its existence we will begin the search.

The gist of the *Magazine's* article is that the great advantage of system federation is that there could be monthly meetings of the local federation committees and the members of the different federated orders would become better acquainted and questions of mutual interest discussed. That is unquestionably an excellent and desirable thing. Will the *Magazine* kindly explain what there is about national federation to

prevent such meetings? Nothing. Such union meetings are being held constantly where system federation has never even been proposed. They depend entirely on the enterprise of the members and their interest in or indifference to labor questions. They certainly do not depend on system federation taking the place of national federation.

The *Magazine's* second point is that there will "also be joint meetings of the local executive committees of these organizations to consider the many petty troubles with the local management." Just so; and it is one of the weakest of system federation fallacies. Under this plan if the B. R. T. has a grievance at a local point it would go into council with the other organizations about it, and likewise when any of the other orders had trouble it would be brought before the B. R. T. In other words every trouble that arose with any order would call for the consideration of every other order. What a clumsy, unwieldy way of doing business! The *Magazine* speaks of monthly meetings. It should say daily meetings.

Under the present plan of national federation everything works in the simple, plain, old-fashioned way. If one organization has a grievance its local committee takes it up and generally succeeds in adjusting it. If not, it goes to the general grievance committee of the system and if that fails it falls back on the strength of the whole organization. If that fails it then calls for the backing of the whole national federation. In this manner ninety-nine cases in a hundred (and probably a much larger percentage) are settled without ever troubling other organizations with our grievances. Think of the absurdity of bringing the countless grievances of the country up for the investigation of the federation. What reason is there for such a senseless waste of time? Each order is certainly the best judge of its own affairs and it should have exclusive charge of them until it is clearly shown that every honorable means of settlement within the power of that organization has been exhausted.

The *Magazine* is a great stickler for the government that gives each state an independent control of its own affairs. Then how can it propose such an adjustment of local difficulties? Illinois and Colorado don't mix up in each other's local affairs. It is only when the matter is of enough importance to become a national question that the representatives of the separate states meet at Washington and consider it. It should be just so with the independent organizations forming the federation. Let them have exclusive management of their own business and not trouble other orders with petty local affairs.

There are many other serious objections to system federation, but the limit of our space will not admit of their discussion in this article. There is one, however, to which we invite the attention of the *Magazine*, and that is the advantage the half-way policy of certain orders would give them. For example, the B. L. E. does not want to federate as an organization. Its Grand Lodge is willing that some plan of system co-operation may be adopted that will secure the necessary help in time of trouble, but it is not willing to enter a national federation because, forsooth, that's an "entangling alliance." Probably it is. And just here it is proper to remark that what we want in times of trouble is an alliance so decidedly entangling that every man will be compelled to wheel into line and face the enemy. This thing of being able to do one thing in one part of the nation and another thing elsewhere has about run its course. If an organization wants to come into camp as a whole, very good. If it don't let it stay out and take care of itself. What we need is something definite. It is not enough to know that we get the support of an order in certain parts of the country only. We must know that it is solid everywhere and that the authority goes direct from the headquarters to every division.

The plan adopted by the Supreme Council is in operation. It has been tried and found successful. Why then does the *Magazine* wish to have it destroyed and in

its place establish a visionary scheme? It is working like a charm and there is small chance that the editor of the Magazine will ever have an opportunity to convince the public of his statesmanship by having that "superior plan" put to trial. The more he talks about it the plainer become its fallacies.

State Union Meeting.

The Texas State Union Meeting is reported a rousing success. For some time past it has been the custom to boom Brotherhood affairs in the Southwest, by holding a regular state convention with duly elected representatives from the various lodges. The organization is now permanently established and the Fort Worth papers give it quite an attractive write-up.

The following resolutions were adopted and sent to the JOURNAL for publication:

FORT WORTH, TEX., Sept. 7, 1890.

Resolved. That the Brotherhood of Railroad Trainmen of the state of Texas, in state convention assembled, do extend a vote of thanks to the Hon. L. S. Coffin for his untiring efforts to secure automatic couplers and air brakes. Be it further

Resolved, that we favor a uniform automatic coupler, and believe that anything short of uniformity worse than the present coupler; that we favor such adoption without legislation, if possible, and as speedily as possible; that if railroad companies do not at once proceed to such measures we favor national legislation, of such a character that there shall be no delay in changing the present system. Be it further

Resolved, That we favor the adoption of automatic brakes on all rolling stock, and that all frogs and guard rails be properly blocked for the safety of yard and trainmen. Be it further

Resolved, that we endorse the action of the Supreme Council of the United Order of Railway Employees in the action taken in the New York Central strike, and extend our sympathy to T. V. Powderly and the Knights of Labor in their struggle for justice, and consider it the duty of every Brotherhood or union man to extend to them such financial assistance as he can. Be it further

Resolved. That we heartily endorse general federation; from the good work accomplished during the past year by the Supreme Council we believe it to be superior to system federation. Be it further

Resolved, That we extend a vote of thanks to the grand officers and members of the Brotherhood of Firemen for the great assistance they have given us in the Western and Southern states during the past year. Be it further

Resolved, That we extend to Bro. L. W. Rogers our sincere thanks for the able manner in which he has managed the official organ of our Brotherhood for the past year, and that it should be the pride of all newly elected JOURNAL agents to endeavor to give it a wider circulation than it ever had before; further, that we believe the JOURNAL should be enlarged so as to have space for all communications of interest received. Be it further

Resolved, That we endorse the action of some division superintendents and train masters in examining conductors and brakemen as to their capability for filling the position they occupy, and would recommend that it be made unanimous by all division superintendents and train masters.

GEO. R. DEPOYSTER,
JAMES HARDY,
E. S. OVERHISER,
Committee.

To Editors and Publishers.

We are in receipt of so many letters from editors and publishers asking us to lend them electrotypes of the illustrations prepared for the TRAINMEN'S JOURNAL that it becomes necessary to say that we can not do so. We greatly appreciate the reproduction of our illustrated articles, but we use zinc etchings which after our large edition is printed are not suitable for further work. You can secure copies of the firm whose name appears on the print for a small sum.

Among the welcome visitors for August, is the RAILROAD TRAINMEN'S JOURNAL, and we can assure Brother Rogers that his kindly words and mild criticism is appreciated, as well as the feeling generally evinced by officers and members of the B. of R. T. If the spirit evinced by the management of this publication since the last convention of the B. of R. T. was more general, it would be far better for all who have to do with train service—*Railway Conductor.*

The September number of the RAILROAD TRAINMEN'S JOURNAL is at hand, and is unusually good and spicy. During the month of July the Trainmen's Brotherhood paid \$24,000 in claims—*Galesburg Daily Republican Register.*

On the Road.

Brakeman M. Carlson, C. & N. W., was killed at Chicago September 4th

Engineer Cordell was killed in a wreck on the B. & O. near Manning, Sept. 4th.

Engineer Bert Dabb was struck by a train and killed at Bucklin, Mo., Sept. 4th.

Fireman Amos Middleton was killed in a collision on the L. E. & W., Aug. 28th.

Engineer Fred Haufman was killed in a wreck at Albuquerque, on the A. & P., on Sept. 3d.

Fireman Mitchell was injured in the Iowa Central wreck at Kickapoo Creek, Aug. 7th.

SEVERAL trainmen were slightly injured in a wreck at Summit, on the M. K. & T., Sept. 4th.

Conductor Geo. Tippett, of the Frisco, was killed while switching at Tallahina, I. T., Sept. 3d.

Engineer Ed. Hill and fireman John Scanlan were killed in a wreck on the C. S. & H. V., Aug. 30.

Fireman Geo. Austinburg, of the F. E. & M. V., was run over and killed at Scriber, Neb., Aug. 27th.

Fireman Lee Hughes and Engineer Geo. Blake were killed in a collision near Sherman, Texas, Aug. 7th.

Brakeman David Hammond, of the C. W. & M., was instantly killed while at La Fontaine, Ind., Sept. 5th.

Engineer A. Huck and Fireman Geo. Long were seriously injured in a New York Central wreck near Fairport, Aug. 27th.

THREE switchmen named W. J. Dalton, R. Elbert and C. Henry, were slightly injured while switching at Houston, Texas, Sept. 3d.

In a collision on the Delaware and Hudson, near Westport, Sept. 5th., Engineer Thos. Murray, Firemen J. Star and A. J. Kniffen were killed.

Brakeman Frank Marshall, of the Missouri Pacific, was killed at West Side, Omaha, July 16, in a collision between a switch engine and some freight cars.

Engineer Best and Conductor Royal and two firemen whose names could not be learned, were injured in a wreck near Crown Point Station on the D. & H., Aug. 27th.

Engineer John O'Brien was killed in a wreck on the Denver & South Park, Sept. 4th. Fireman Geo. Warrick and Fireman Geo. Merkell were seriously if not fatally injured.

Brakeman William Cast was killed while switching at Racine, Wis., Aug. 22.

Brakeman E. Pone was killed while switching at Point Pleasant, W. Va., Aug. 28th.

Brakeman Dillers of the B. & O., fell from his train August 30th and was killed.

Brakeman B. Pinkler was killed at Muskegon, Mich., August 21st, while switching.

Brakeman F. McKinna of the K. C. S. & M., was run over and killed at Memphis, August 22nd.

Brakeman Joseph Beck, M. K. & T., was killed while switching at Dayton, Texas, August 21st.

Switchman W. Cannon was killed while working in the U. P. yards at Denver, Colo., August 26th.

Engineer Norton was killed near Lyons, Colo., August 22nd, in a wreck caused by a runaway train.

Fireman John Chambers, D. & R. G., was killed while boarding a train at Pueblo, Colo., August 27th.

Switchman A. J. Wilkinson was killed while coupling cars on the New York Central at Buffalo, August 27th.

Brakeman John Collins fell from his train on the N. Y. & N. E., near Boston September 3rd, and was killed.

Conductor Samuel Lewis fell from his train on the Pennsylvania, at Philadelphia August 14th, and was killed.

Brakeman Edward Cantwell fell from a Southern Pacific train at San Francisco, August 11th, and was killed.

Conductor J. A. Johnson, B. & M., fell from his train at St. Joseph, Mo., Aug. 14, and was run over and killed.

Engineer Hart of the D. & R. G., was killed in a collision between two engines, near Palmer Lake, Colo., August 20th.

Conductor John Gannon of the N. W. & M. V., fell from his train near Greenville, Ky., August 19th, and was killed.

Brakeman Fred Terry and Engineer Frank Carrier were killed by a derailment on the D. & H., near Port Henry, N. Y., August 19th.

Brakeman W. Oles and Fireman M. Clifton were struck by a switch engine at West Oakland, Cal., August 17th and seriously injured.

Engineer Albert Graham and Fireman Joseph Murphy were instantly killed by the explosion of a locomotive boiler on the N. Y. P. & O. near Mansfield, Ohio, Aug. 27th.

AT Lincoln, Neb., August 25th, F. C. Smith was killed while switching.

SWITCHMAN JOSEPH SEWELL was killed at Chattanooga, Tenn., August 26th.

BRAKEMAN W. F. JONES was killed while switching at Columbus, Ohio, Aug. 22nd.

B. M. DOUGHERTY, an old railroad man, fell from a train at Ft. Worth, Aug. 22d, and was killed.

BRAKEMAN STEPHEN HILL died Aug. 23d from injuries received by falling from his train at LeRoy, Ill. . . .

ENGINEER JOHN FITZGERALD was killed in a wreck at MacNaire on the Miss. Valley road, Aug. 22d.

NEIL MULLIGAN was fatally injured September 2, while coupling cars at Wilkes-Barre, and died three days later.

BRAKEMAN DANIEL McKEAN fell from his train near Neoga, on the I. C., Aug. 16th, and died a few hours later.

ENGINEER H. DOWD was burned to death in a wreck on the M. K. & T., near Muscogee, Ind. Ter., September 8.

BRAKEMAN F. HOLLAND fell from his train on the L. & N., near Buck Lodge, Tenn., August 24th and was killed.

BAGGAGEMAN W. A. FIELDEN, of N. Y., was instantly killed in the wreck on the Central near Lockport, Sept. 8th.

BRAKEMAN C. REEVES was seriously injured by his train going through a bridge near Armington, Ill., Aug. 22d.

ENGINEER D. ZELLER and Brakeman C. Quarless were killed in a collision near Port Rocks, Md., on the B. & O., Aug. 26.

THE catastrophe on Mt. Penn. Gravity railway, Aug. 22d, resulted in the death of conductor Chas. Rettew and a number of passengers.

ENGINEER E. H. ALLIS was thrown under his train and killed in a wreck caused by a washout on the Southern Pacific, near Patans, Aug. 14th.

CONDUCTORS KINGSLY and Conley and Brakemen Beaver and Levi were killed in a wreck caused by a run-away train at Cascade Station, Cal., Aug. 22d.

ON the Chicago and Grand Trunk, Sept. 12, an express train struck a freight which was backing from a siding. The engine telescoped the caboose and the baggage and two coaches left the rails. Brakeman G. H. Taylor was seriously if not fatally hurt. Brakemen A. J. Hamilton and W. T. Conway were seriously injured, while Engineer Merrigold and Fireman Williams were seriously scalded.

CONDUCTOR JOS. DALEY was fatally injured near Clifton Terrace, Aug. 15th.

CONDUCTOR CHARLES MITCHELL was killed in a wreck at Cogdon, Ill., August 21st.

BRAKEMAN THOS. MURRAY was badly injured in a wreck near Louisburg, Kan., Aug. 17th.

ENGINEER COOK was killed in a derailment on the N. & W., near Brown's Station, Va., August 24th.

BRAKEMAN ARTHUR WEEKS was fatally injured while switching at Council Bluffs, Iowa, Aug. 19th.

ENGINEER McROBERTS and Fireman Gregg, of the Mich. Central were killed in a wreck at Augusta, Mich., Aug. 15th.

ENGINEER LOUIS SIMPSON was fatally injured in a collision on the Cincinnati Southern, at Danville, Ky., August 14th.

BRAKEMAN LARY LYNCH was instantly killed and J. D. Hogsett, D. & R. G., seriously injured, on Marshall Pass, Aug. 21st.

CONDUCTOR E. P. HALTON, Centralia division of the I. C. railway, fell from his train near De Soto, August 6. He died soon afterward.

BRAKEMAN J. H. COYLE was instantly killed and engineer G. H. Tucker and Fireman J. W. Cochran severely injured in a wreck near Ft. Worth, Aug. 23d.

A COLLISION occurred at Wynwood, on the Santa Fe, Aug. 20th, which resulted in the death of Henry Polk and the serious injury of Conductor Frank Price.

FIREMAN CHAS. W. MOORE, of the C. & A., was seriously if not fatally injured by being caught between his engine and the walls of the round house at Bloomington, Aug. 24th.

AT Birmingham, Ala., Aug. 20th, a switch engine was derailed in the L. & N. yard, and W. Beavers was instantly killed, while switchmen W. H. Metershird, J. B. Lewis and E. P. Dixon were seriously injured.

FIREMAN C. J. JEFFERS, Brakeman Wm. Tookman and Loudon were killed in a wreck on the B. & O., at Littleton, Sept. 7th. Engineer D. Kelly, Fireman Lyle, Conductor S. S. Daley and Engineer Chas. Lichte were more or less injured.

In a collision on the L. & N., near Spring Station, Ky., Aug. 18th, L. L. Hukill, express messenger, T. Smith, baggageman, J. T. Woodward, Engineer, W. Southard, Engineer and Firemen W. Madden and W. Birch were all seriously injured.

Railroad Notes.

THE Santa Fe has ordered 1,200 new box cars.

A. M. TUCKER has become Gen. Supt. of the C. & E.

THE Penn. company proposes to erect a new station at Jersey City to cost \$1,500,000.

A LAW in England requires the price of railroad tickets to be printed on the reverse side.

BUSINESS is reported as having been unusually good on the Colorado roads during the summer.

IT is reported that the eastern terminus of the C. & E. will be changed from Marion to Galion.

IT is reported that the Australian government has appropriated \$72,000,000 for railway construction.

THE tornado at Fargo, N. Dak., early in July damaged the Northern Pacific shops to the amount of \$20,000.

IT is stated that the recent accident on the Old Colony railroad will cost that company \$400,000 or \$800,000.

TRAINMASTER A. E. ROBBINS of the Missouri Pacific, is to be succeeded at Council Grove by F. C. Webb.

THE Mutual Benefit Association of the Railway Postal Clerks held its annual convention in Denver, early in September.

IT is claimed that the Boynton Bicycle Railway at Coney Island carried a party of newspaper men one mile in 33 seconds.

IT is estimated that the railway industry of the U. S. furnishes employment to almost one-twentieth of the nation's population.

FIREMAN J. WHETSTINE, of the "Bee" line, has brought suit against the company for \$25,000 damages for injuries sustained in a collision.

A Pennsylvania passenger agent expresses the belief that a two cent fare would result in increased revenue from the passenger business.

THE great 7,000-foot railway tunnel under the St. Clair river has been pronounced a success. It will be some months yet before it will be put into use.

THE railway clerks of Fort Worth, Texas, have formed an association and secured a charter from the secretary of state. It is expected that it will grow into an organization of national importance.

H. S. HAINS has become general manager of the Alabama Midland.

THE N. Y. C. & C. L. has contracted for twenty-five ten-wheel engines.

THE Canadian Pacific has ordered twelve hundred box cars to be delivered in October.

IT is rumored that the C. & N. W. will open its new line to Deadwood about Oct. 15th.

THE Monon has decided to place electric head lights on eight of its passenger locomotives.

THE Pennsylvania company is fitting up an air-brake instruction train at the Columbus shops.

ENGINEER JAMES BARROW, an old-time T. & P. man, died of heart failure at Big Springs, Texas, September 4.

THREE HUNDRED members of the B. L. F. left Chicago, September 2, on a Rock Island special for San Francisco.

THE C. St. P. M. & O. has purchased and will experiment with a seventy-five-ton switch engine with fifty-inch drivers.

ABOUT eight hundred car repairers and inspectors are said to be organized and a convention is proposed during September.

IT is said that the trainmen of the Illinois Central have petitioned for a better schedule.

IN Great Britain, railroad employees work for so much per week, and frequently make as much as \$5.00 by six days' labor.

THE West Shore is rapidly doubling its track between Syracuse and Amboy and will soon have a double track its entire route.

THE twenty new 10-ton engines ordered by the Lake Shore & Michigan Southern are to have cylinders 17x24 and 56 inch drivers.

Two Pinkerton detectives who attempted to assist in making up a train on the New York Central at Albany, August 15th, were run over and killed.

THE Tennessee Pass tunnel on the D. & R. G. is the greatest railway tunnel in the Rocky mountains and is more than 1,000 feet above timber line. It is about half a mile long.

IN Germany there are four classes of railroad fares. In the first and second the passengers are furnished with the upholstered seats, in the third with hard wood seats and in the fourth they are obliged to stand up.

THE cost of the new electric headlight is \$350. The recent tests on an eastern railway are said to establish the fact that objects can be distinguished a mile ahead of the locomotive.

GENERAL MANAGER MELLEN of the Northern Pacific, is authority for the statement that his company will expend more than one million dollars during the present year for steel rails.

RUMOR says that several employes of the L. & N., at Mobile, have been discharged for playing poker. If the same course is pursued on other roads it would be interesting to know from what source the vacant places will be filled.

S. B. HOVEY, formerly trainmaster at Goodland, Kan., has been appointed Supt. of the Western Division of the C. K. & N. with headquarters at Colorado Springs. W. R. Morton, a Rock Island passenger conductor takes Mr. Hovey's place as trainmaster.

THE superintendent of motive power on the Big Four has issued orders that hereafter engines shall not be draped for the death of any one in the train service. No reason is assigned but it is possible that the large number of deaths is made unpleasantly prominent to the public.

IN a suit against a railway company for damages, the Supreme Court of New York has decided that a train dispatcher is the "fellow servant" of the locomotive fireman and that injuries sustained through the carelessness of the dispatcher is something for which the company cannot be held.

THE Brotherhood of Railway Telegraphers is growing in a very encouraging manner. A new lodge was recently organized at Kansas City and one hundred members admitted. It should not be forgotten that it is organized upon a protective basis and deserves the encouragement of all railroad men.

F. J. WOODWARD, a Missouri Pacific conductor of Sedalia, Mo., is the fourth railroad man who has been reported as having his neck broken in an accident and still living. His head is supported by an iron brace. A similar case is that of an engineer who resides in Galesburg, and may be seen almost any day upon the streets.

The Forum.

Couplers Discussed.

EDITOR JOURNAL:—The M. C. B. type of coupler appears to be gaining a little favor among the several railroads. The Northern Pacific has equipped a number of new box cars and flat cars with the Janney and Gould couplers. If there are ten cars equipped with the M. C. B. type of coupler in a train, very seldom you will see two of them coupled together. It appears that there is always a car with a common draw-head in between two of them. The M. C. B. type never will be a success as long as they are used in such a way. No wonder every one is kicking. If they were coupled together as far as possible better results would be got in every way. Trainmen would not growl so much about coupling and trains would pull easier, and there would not be so many broken. If yardmasters and superintendents would try and see to this soon the M. C. B. type would be uniform.

ROCKY MOUNTAIN.

Accident Insurance.

EDITOR JOURNAL:—I have read with interest communications from brothers discussing our insurance, and now with your permission would ask a little information and express a thought on the subject.

Let me state that I am a conductor and joined the order as such. Now as to the insurance, I am satisfied myself that when our grand officers think they can with justice to all increase the premium they will do so. As far as I am individually concerned I am of the opinion that my brakemen should have as much for their money as I should for mine. Our order is not intended as a speculative one but as a help for its members. Still I know that conductors have left our order for reasons assigned by other writers, among those reasons being the small amount of insurance. Now I am not offering a suggestion, but merely want to give you my thoughts and a question induced by them. During the past year I have paid \$70 on two accident policies, one in the "Traveler's," the other in the "R. W. O. and C.," of Indianapolis. They allowed me a weekly indemnity of \$20 in case of injury. These policies will soon expire and I must renew them or procure others, as the good wife and dear little ones must not suffer if papa gets hurt. Now feeling an interest in our order I would naturally prefer to pay that money to it than to these companies who care naught for me save as a source of revenue.

If we had an accident department I should certainly be one of its patrons, and I dare say many other brothers would. The question now is "why can't we have?" Then each man can hold his \$1,000 policy, and if he wants more it is

at his option to increase it by taking the accident policy also. Of course I understand there would be more work involved but I believe the department would be even more than self-supporting and a great advantage in many respects.

Yours in R. I.
Strawn, Tex. J. P. BHOSIUS.

A New Idea.

EDITOR JOURNAL:—In looking over THE JOURNAL I see that a great many brothers advocate a different plan of insurance in order to allow conductors a larger insurance for the amount paid than a brakeman, on account that their risk is not so great. We all know that the prosperity of the B. of R. T. greatly depends upon retaining the conductors and yardmasters, and that there is no federation that will bind trainmen as closely as the obligation taken at the trainmen's altar. Now suppose we have two classes of insurance. In class A we will admit freight and passenger conductors, yardmasters, passenger brakemen and baggagemen, and raise the insurance in class A to two thousand dollars and when a death occurs in this class assess class A for it. When a conductor gets a regular crew it will entitle him to be admitted to class A on passing the required medical examination. When a death occurs in class B assess class B for it (freight brakemen and switchmen constitute class B) and let the insurance in class B remain at one thousand dollars. Let the insurance remain compulsory. Furthermore permit the assured to take out two policies by paying into the beneficiary fund twice the amount that it costs for one policy. The dues of a member shall not be less than six dollars per year, payable monthly in advance, and each member shall be required to pay to the subordinate lodge as per assessment notice, always paying one assessment in advance.

There are many conductors who take the following view: they say, "Well, I'm married and have a family to support, my first duty is to my family and it is my duty to invest my money where it will make the most for them. I see that by joining the B. R. C. or O. R. C., I can get insured almost twice as cheap as in the B. R. T." So he withdraws from the B. R. T. and joins the O. R. C. or B. R. C. Now I think we could easily make some sacrifice and keep our conductors and their influence and assistance than to be so selfish as to want those in class A to pay for class B's extra-hazardous risk.

Springfield, Mo. F. T. WATSON.

Union Meetings.

EDITOR JOURNAL:—Are union meetings a success? is a question that should be considered by all. If there ever was one that was a success outside of its public meeting, I have failed to hear of it, and I hope that the next convention will adopt rules forbidding union meetings in the future to discuss general business. For no

matter how much discussion is had relating to the grand lodge or its officers, the union meetings have no power to change or alter affairs in the slightest sense. The convention alone has that power, so all time given to such business is valuable time wasted. Subjects are talked about which ought not to be on account of the party most interested being, as a general rule, absent. As a rolling stone gathers momentum at each foot it descends a hill, so does a subject gather misconception when it is discussed by prejudiced persons, with the greater part of the assembly ignorant of the facts, and, as I said before, those with the most at stake being absent. As they are now conducted they are carried on in the interest of cliques and not for the general improvement of the order. My advice to all who are honestly interested in the order is to forward a true account of all that transpires intending to injure a member to the member attacked and give the names of all who contribute to the same. If this were done soreheads and office-seekers would stay at home and not waste the time of union meetings. We want no underhand work; if you have got anything against anyone tell him so to his face. Anyone that maligns a person behind his back is a coward and is afraid to come face to face with the enemy. He is "filling you up" so you will fight a battle for him at some time, while he remains silent. The time of union meetings should be used in the discussion of local business and all other business should be excluded. To those members who may have something to offer which they think is of interest to the order, the columns of THE JOURNAL are open, and the audience there accorded you will be many thousand instead of a few hundred, and the members perusing this at their leisure can give the proposition all the attention possible. There is much more that can be said upon this subject.

Job. W. KEETON.

Insurance Again.

EDITOR JOURNAL:—Again in the September number of our official organ, I notice a communication by Brother "—r—" of Ogden, Utah, regarding the increase of insurance to conductors, and he moreover puts me down for a near-sighted person without any brains. I thank him very much for his good and becoming compliment towards myself, showing however, that Brother "—r—" has not advanced far in estimation and good judgment of other persons.

He claims that he is not a conductor, and don't stand any possibility of promotion, being only a freight brakeman. I would not put such in the columns of our JOURNAL because some one might say that you have not the ability to be anything else than a brakeman. Well and good; I am willing to pass all this, but will stop a moment at this: He says that it was not selfishness that prompted his proposition, but good

for our Brotherhood. I fail to comprehend the principles of his proposition. Undoubtedly I am near-sighted and jump at conclusions without cause and good foundations to work on, but I know full well that the very minute you make two classes of insurance our membership will decrease. I am well aware of the fact that our claims are about 70 per cent. in favor of brakemen; and why? Does not a brakeman have to run over the tops of cars in order to perform his duty? Has not a brakeman to perform duties which the conductor does not? There are nine chances to one against the brakeman, and just the opposite in favor of the conductor.

He further states that the conductors asked for bread, but got a stone instead. That is a hard one, and it hits me very seriously, because I do not wish to lay a stone in any one's way. I live and let live. It is not right to take the bread and butter out of the brakemen's mouths to put in the conductor's. Is not a brakeman's family as good as a conductor's?

He further states that the B. of R. C. pays \$1,000 at the cost of \$1.00 per month. He also mentions the O. R. C. for cheaper insurance. I can say that it costs not less than \$2.00 in the O. R. C. per month, besides the subordinate dues, and as high as \$4.00 per month. So you may see that you do not know it all. Every honest and right thinking man knows that the insurance of death or disability in the Brotherhood of Railroad Trainmen is cheaper than all insurance companies in the world at vocations of a trainman. The plan of Brother "—r" does not give proper satisfaction as proposed by him, as it is left to the Grand Officers partly. How are the Grand Officers going to know to what any one would be entitled, if not in railroad or train service? I claim this: Show no distinction in this Brotherhood to any one. One man is as good as another. Pay one and all the same amount as you may see fit, but never make a distinction between brakemen and conductors; "Do unto others, as you would have them do unto you." I go further and I find Bro. "—r" making the remark: "Judging from Bro. Becker's tone, he is one of those who, previous to the last convention expressed themselves after this fashion: 'If the B. of R. B. is not good enough for the conductors let them go.'" Well, I don't know where Bro. "—r" got his information, but if my memory does me justice I think that I was one of the first in favor of the change; and why? Simply this: A great many members of our Brotherhood, who were conductors at that time, did not feel satisfied with the title of B. of R. B. Why? Because the occupation of conductor had something to do with it. The same is now about this insurance. Any conductor that thinks he is better than a brakeman and wants more than the latter, is not the man for this Brotherhood. Therefore if Bro. "—r" is sound in mind, as I take him to be, his better judgment should decide this question. This is all I have to say. I wish every lodge to instruct their delegates for one amount for one and all. With best wishes to all brothers, I am

Fraternally yours, F. J. BECKER,
Financier 125.

Correspondence.

Matrimony.

EDITOR JOURNAL:—The subject of matrimonial insurance is meeting with more favor than I had reason to expect, and I am receiving letters daily regarding the forming of an association.

I am now preparing a constitution which will soon be ready, and will forward a copy to all who may apply for same.

Please enclose stamp to pay postage.

Box 554. R. J. POWERS.
Galesburg, Ill.

EDITOR JOURNAL:—Having seen nothing about Lodge 206 in our JOURNAL, I have concluded to try my hand, and let our sister lodges know that Neil Sullivan Lodge is not dead, but is one of the best lodges to-day in the state of Texas. We have got forty-one members in good standing, and there is hardly a meeting goes by that we do not have one or two initiations. for it looks like the boys here have got it in their head that the B. of R. T. is the proper thing, and after one joins us he looks as proud as a girl does when she gets her new spring bonnet. I will close for this time by wishing all sister lodges the same success that 206 is having.

Yours in B. L., W. McDONALD.
Temple, Texas.

EDITOR JOURNAL:—I very seldom see any communications from No. 161, although we have a large lodge and quite a large number that are well posted on Brotherhood matters, and some that could be if they would attend meetings a little more regularly and read the JOURNAL a little more thoroughly. For instance, not later than last week I was talking with a brother and the question of federation came up. He claimed that we were not federated with any other order. I got the July JOURNAL and showed him the article on federation, with the names of the members of the Supreme Council, and claimed that the S. M. A. A., B. of R. T., Firemen's Brotherhood and Brotherhood of Railway Conductors were federated. Am I not right? No. 161 is booming along in good shape. We are taking in new members almost every meeting. Two of our most popular passenger conductors have joined the order in the last few weeks. Tom Quinn joined the new lodge at Turner and E. C. Pinson rode the balky horse at No. 161.

Yours in B. L., A. M. KIDD.
Chicago, Ill.

No Class Insurance.

EDITOR JOURNAL:—"R" in May and "83" in July JOURNAL seem to have their bumps of veneration highly developed, or I may say to an extraordinary degree. For the reason that a member has been promoted to conductor, given

more pay and as a natural consequence less work, they would give him greater insurance for the same premium or cash paid into the fund per month. I know I speak the sentiments of all who may have been promoted during the past year in this section. That conductors do not want any such discrimination in their favor, and as many say, why not flagmen ask for same, and still keep it up, head and middle brakemen, and their reasons for their reasons in any class would be as good and as consistent as that put forth for conductors. To my mind these are the rocks upon which our order would go to pieces, and it becomes the duty of every one to keep a sharp lookout and see that we do not go too far from our original purpose. That old but trite saying, "When too many irons are in the fire some will burn," would seem to cover this case. It seems to me that the order in its grand purpose of aiding those who will aid themselves at as low a cost as possible, has and is doing a great good, and why men who have been members during a long period of service as brakemen should as soon as promoted desire greater returns for a like sum seems, to say the least, strange; and I might say with all reason, unbecoming. Having been cared for until elevated, their elevation is the reward of their faithfulness to duty and capacity to perform the same, their dangerous position changed for their betterment and there should their advantage stop. What conductor would have those who receive less pay than he, pay more assessment in order that a greater insurance be paid to him?

NOT ME FOR ONE CONDUCTOR.

Wilmington, Del.

Letter From Bloomington.

[NOTE:—An officer of No. 62 has complained that we have a prejudice against them and do not print anything sent in from Bloomington. We have simply endeavored to give space to those letters that contain the most interesting things for the entire Brotherhood. Since our judgment has been questioned, however, we will print the latest communication from there and our readers may be the judges.—ED. JOURNAL.]

EDITOR JOURNAL:—What is the matter with our Bloomington boys? The jolliest set in the country and never a word said about them. Not so! I shall say something myself, for a change. Now I am not a good composer and will doubtless fail to give them their full credit. But let me tell you there are sixty-eight members in the Brotherhood at the present time, and the number is being added to at every meeting. And you can bet the members are what you may call "young gentlemen."

The annual ball comes on Sept. 29th and, as usual, an excellent time is expected. The "boys" and their "best girls" from other cities are cordially invited.

Now "the boys" have worked hard all summer. Business on the C. & A. has been rushing. The intense heat has spoiled their complexions for a time, but look at them later on and you will say they are a good looking set. But what is the difference about their looks? They are good, and that is the best of it. Their only fault is that they are too "good natured"—not such a terribly bad failure.

Well, boys, I havn't said anything flattering, but you do not need it. You know what dear old darlings you are. And I hope you will continue good and noble.

Wishing you good luck and success for your future,

I remain,

THE TRAINMEN'S "BEST GIRL."

Bloomington, Ill.

Duties of Delegates.

EDITOR JOURNAL:—"Send a Delegate" attracted my attention in the July number of our Journal which should impress upon the mind of every member of our Brotherhood that in making the selection nothing but a delegate should be delegated to perform this duty at our next "annual" in October. Now my dear brothers and readers of THE JOURNAL did it ever appear to you that the interest and welfare of this fast growing organization, depends largely upon the good judgment and conservatism used by our law-makers in convention assembled? While we will confess that some subordinate lodges claim that financial conditions will not permit them to send a delegate, this plea I must protest against; it must be understood by all members that it does not require a fortune to be represented in a convention; if your treasury cannot spare the needed amount, a very small assessment upon each member will not be missed; but the most important of all is try and look over your lodge thoroughly before you make your selections; make note of the fact that the brother who uses his influence, time and good efforts in trying to further the interests of your lodge and the order at large is the man you should confer this degree of honor upon, and bear in mind that it is not the member who can wear the Prince Albert coat, the high hat, the diamond pin or ring or spring bottom pants that should be considered, but in all cases the man of good ideas and talents is the most desirable. Now to illustrate: by carefully looking over the minutes of past conventions we will note the fact that a number of delegates can do no more than answer the daily roll call, while some brave, fearless and noble brother, true to his teaching and remembering how his patriotic heart beats will bob up serenely and say "Worthy Grand I second Brother So and So's motion," and then he longs and wishes for the day that he may be at liberty to return home and spread the happenings of his earnest and untiring work while at convention before his lodge that they might all without fear

or hesitation approve of his report by putting him on the back and all joining in one voice saying "well done thou most faithful delegate."

It is to be hoped that the responsibilities of our next convention will be more appreciated by our delegates and that they may represent us in a manner that will reflect a credit upon themselves and those who have selected them. As we are getting well organized in every state and territory (besides Canada) our grand officers are kept very busy looking after the interests of the order at large, therefore it is a foregone conclusion that a small bit of home talent is very useful in helping to steer the Brotherhood of Railroad Trainmen to a good, solid foundation. In order to accomplish this we must have good laws for our government and at all times have a good friendly feeling between those who employ us and our members, and, furthermore, we should be able at all times to meet our fellow brothers in the cause of labor with open arms and extend to them the right hand of fellowship, prove to those who cannot look us squarely face to face that we are "all wool and a yard wide" and that our aims and objects are beneficial. In order to make this more effective it should be the duty of all members to enforce laws rigidly that are made at our conventions. Hoping the interest of this order may be furthered at its next convention.

I remain, very truly in B. L.,

NORVAL H. KING.

Trinidad, Colo.

Master 193.

Los Angeles and Vicinity.

EDITOR JOURNAL:—Some time ago I promised you another letter, this time about Santa Barbara and vicinity. Now as the convention draws near and the delegates will be entertained by an excursion to this delightful place, I will try and give them an idea of what to expect to find, as it is one of the oldest points in southern California. In the early days, before an European had set foot upon it, the site of Santa Barbara was peopled by a race whose lives were seldom disturbed by a ripple, placid as the air that floats over land and sea, and dying, left no impress or sign of their lives, except through their bones, vessels and implements that are unearthed in their burial places. When Cabrillo, in 1542, sailed along these shores, he found over thirty villages, thickly planted on the mainland and channel islands, showing that even the Indian had discovered the benignant influences of the sunny skies and balmy atmosphere of this favored region. The inhabitants were described as being nearly white, gentle in manners, and far superior to the more southern tribes. The name of the largest ranchero that occupied the present site of Santa Barbara, in the lower part of the city, was Yononail. Sebastian Viscaino in 1602 touched here, and gave the name of Santa Barbara to the channel that divided the islands from the mainland, then followed the noble and self-sacrificing Brotherhood of St. Francis, establishing a chain of missions from San Diego to San Francisco and bringing the civilizing influences of the cross to the untutored people. From 1769 they held mild sway over this fair land for sixty years, then came the sequestration of their property and the scattering of the fathers,

as well as of most of their converts. Just before the downfall of the mission Santa Barbara had been selected by the Brotherhood, from its superior situation and delightful climate, as the site of a cathedral and university on the most comprehensive scale. Here, in 1843, Dana carried hides through the surf to his vessel, and was a guest of the De LaGuerro's and other powerful families. In 1849 the gold excitement of the more northern valleys reached the sleepy town and carried to the el dorado the more venturesome inhabitants. After the American occupation of California the attractiveness of the place brought more citizens, for the fame of the recuperative influences of its climate extended to the mining regions, and many who regained their health remained here permanently. Until 1872 the adobe structures of the town prevailed, and then for a few years, many new residents came, and a limited building excitement caused hotels, public buildings and stores to be erected, and the population soon numbered 3,000. This number has been greatly increased since the completion of the S. P. Co.'s branch to this place. The climatic conditions, together with the unrivaled views of mountains, sea and islands, are the grandest on the coast; the mean temperature between winter and summer months varies only thirteen degrees. The trend of the Santa Ynez mountains is from east to west and the 4,000-foot wall shelters one from the chilly northern currents. Fogs rarely prevail beyond 10 o'clock in the morning, and the rainfall average is only fourteen inches. Everyone in Santa Barbara and vicinity knows about the hot springs at Montecito, only a few miles distant, at an elevation of 1,400 feet above sea level in the heart of picturesque ravines, the mountain walls rising almost perpendicularly around with an opening toward the sea and its outlying islands, so that these seem framed into a picture of extraordinary beauty, the place itself being unparalleled in attractions by any spot along our coast. Winding around the spurs of the mountains, a walk, so well graded at present that an invalid would find no difficulty on it, leads from the hotel to the famous Lookout Point, from which the long reaching valley and the Pacific beyond are seen stretching at one's feet; Santa Barbara seems so near that you feel that you could signal to your friends. To one who cares to climb the peak, some 1,400 feet above, the view to be seen is exceedingly grand in its combination of mountains, deep ravines, distant peaks of the San Rafael range and the coast line from Huenema to Gavilots, together with the boundless expanse of the sea. The scene suggests the famous view from the Righi, and from Mount Pilatus in Switzerland, with the added sublimity in this case of the vast Pacific.

I read in the August JOURNAL a few words about every lodge sending a delegate to the convention. Now those who come to Los Angeles this fall will never regret their trip, even though from the most eastern point of our Brotherhood map. The convention will not meet again in Los Angeles for a number of years and this will be the one chance for a delegate to combine a business trip with one to a country that few of you have seen, and still fewer know how to appreciate. Let every lodge send a delegate and after he returns he will not even want his lodge to pay his expenses, but will want to return to Los Angeles before the year is out. The expense of sending a delegate should never keep any lodge from having a representative; and the convention that meets here this fall promises to be one of the most important ever held by our Brotherhood. As there will be a great many vital questions brought before it, and there will be more need for a full representation of all lodges, there should be at least 300 delegates here this fall.

Los Angeles, Cal.

A. W. S.—

"Watchman Tell Us of the Night."

EDITOR JOURNAL:—I write from Mountain Lake Park—away up on the Alleghany mountains, in Garrett county, Maryland. I am here for a day or two of rest and quiet.

Col. Henderson, who has the charge of our bill in congress for greater safety to trainmen, is away from Washington this week, and he said I could be gone also for a few days. I had an unexpected privilege last night, September 3rd, of presenting the cause of the railway employees before a very appreciative audience.

The International Christian Alliance is having one of its annual conventions here, and I was given the evening to talk upon these matters. I never addressed an audience that fell so fully into perfect sympathy with me.

Here are eminent Christian workers and writers from different states, and I do feel that the results of last night's meeting will be very far-reaching.

I have for the last few weeks felt so sure of ultimate success in our work for proper legislation that I have already begun to rejoice in it as though we had it already enacted into law. Could the railway men of this nation have heard the many earnest prayers last night at the meeting that went to that God whose ears are ever open to the cry of distress, and seen the strong faith exhibited, they would certainly have taken great courage. The long, long, dark night of danger—of exposure on top of trains and of weeping wives and mothers, whose husbands and sons have been so ruthlessly and inhumanly torn from them, is passing away, and the watchman is proclaiming a better day.

Oh! I cannot thank my Father in Heaven enough that in His own wonderful way he placed me on the Iowa railroad commission, that I might be led to realize the terrible work of maiming and killing that was being done all over this land by the continued use of the old link and pin coupler and hand brake, and above all that he gave me a heart to feel and to act in order that this fearful work might come to an end.

I have felt for a few weeks past that I must write a cheering word for all the boys and the families of these same boys who read the JOURNAL. The good work is going on grandly. It has advanced far beyond my most sanguine expectations and wishes had dared to hope it would by this date. We hardly need ask the "Watchman what of the night?" We can already see the better day dawning.

Not only is the better day of greater safety to the men who handle our cars and trains coming, and coming rapidly, but there is just as surely coming a better day of "Sunday rest," as there is a God who said "remember the Sabbath day, and keep it holy"—"Six days shalt thou work"—"But on the seventh thou shalt rest." As the most of you know, I believe in the Eternal God, I believe in Him as "Our Father." I believe in Him as loving all His children, and that He hears their prayer. I believe He hears the prayer of that dear mother and wife who, when son or

husband has to go out from his home on Sunday morning, goes back into the house after bidding him good-bye at the gate, and going to her closet prays for the time to hasten on when those loved ones will not be only more safe in their work, but when they can be at home with them during those sweet restful hours of the Sabbath.

Infidels may scoff at this. Let them sneer. We know, too, He hears prayer, and we know, too—blessed be His name forever—He not only hears but answers prayer. The Christian people are beginning to pray for the railroad men of this nation. They are beginning to be in earnest about it too. They will not only pray, but will vote as they pray. My dear brothers of the rail, lift up your head and rejoice—a better day is coming. The "watchman" has heard the angels singing, "Glory to God in the highest; for from henceforth there is to be 'good will to man on earth.'" Money must no longer be weighed in the balance as against crushed limbs and lives. Money must not longer be prized above home and loved ones, and Sunday rest and all its sweet and hallowed influences. God is for us. He is on our side. Who then can stay the tide that is now sweeping over the land demanding safety, Sunday rest and rights for this most faithful class of workers that serve the public?

Oh, my heart leaps for gladness, and my eyes fill with tears of joy for this "earnest" of a better day.

The writer may, by some be called an enthusiast; well, no matter. Did ever any great reform or change come about only as some man or company of men were in dead earnest, and filled with an enthusiasm that inspired and enthused others?

It will be hard for the future historian to make coming generations believe that in the year of Our Lord 1889 not less than ten thousand young, strong, able-bodied men in this nation were killed or maimed in this Christian land while trying to earn an honest living by serving the public on our railroads—from causes that an expenditure of a little money by the owners could have prevented.

This fearful sacrifice of life and limbs is simply too awful for one to contemplate with any degree of composure. It is the one stupendous crime of this age. God helping me, the blood of these dear, brave men shall not be found on my skirts.

The entire public is more or less guilty. I pray God to forgive them, for they know not what they have been doing. They have been as a rule ignorant of the terrible facts.

But now there is no longer any excuse. The facts have been brought to their knowledge, and especially to the knowledge of the railroads, and they know, too, there are now couplers and brakes good enough, and at reasonable prices. Of course I understand full well it will take time to make the change, and those roads that are moving in these matters as fast as they reasonably can, can be excused, but that road that still holds back is guilty of deliberate man-slaughter and should be held up to the scorn and execrations of the public.

But I am writing much more on this subject than I intended. I know not when to stop when once started.

Boys! Be patient as you can. Better days are ahead. I have faith I shall live to see them. May God bless and put his arms around you in every hour of danger, is the prayer of your unworthy but earnest friend. L. S. COFFIN.

The Error Located.**Why Some People Don't Get the Journal.**

Since the JOURNAL has been mailed to the personal address of each member instead of being sent in packages to the lodge room there has been many complaints that members do not receive it. A great many causes operate to produce this result. Very often we cannot obtain the proper address, although the complainant is generally very sure he never made a mistake. Very rarely, in fact in only two or three cases of the hundreds, has investigation proven that the error was on the part of the mailing clerk. But no matter where the blame should be placed it is always charged up to the editor.

There is one decidedly fruitful source of errors in the mail service that is beyond the reach of the editor which you may have overlooked, and that is the reckless and devil-may-care style of doing business that characterizes the operations of the United States postoffices. This is a thing we have been struggling with for months and we are tempted to say that it is time thrown away. We get innumerable complaints from all parts of the country and we try to promptly investigate them. But when we succeed in positively proving the error is in a certain postoffice, the genial P. M. puts a stop to the whole thing by simply ignoring further correspondence. Read the following, printed from our "tracer" correspondence, and judge for yourself:

ST. LOUIS, Mo., Sept. 1st, 1890.

EDITOR JOURNAL:—Change my address from 103 S. 15th St., St. Louis, Mo., to 13 S. 14th St., St. Louis, Mo.

J. B. ASHBROOK,

Lodge 64.

DEAR SIR:—Can you account for my not having received the JOURNAL since March? I have never changed my address from 103 S. 15th St., until the present time. Try and get the JOURNAL to my address above. Yours in B. L.,

J. B. A.

GALESBURG, ILL., Sept. 3, 1890.
J. B. ASHBROOK,

St. Louis, Mo.,

DEAR SIR AND BROTHER:—Your letter of September 1 is at hand this morning.

I find upon examining our mail list that we have your name and have had it all the

time, reading J. B. Ashbrook, 103 S. 15th. Attached to this letter you will find the address as I clipped it this morning from the mail list.

Evidently, the trouble lies in the Post-office at St. Louis as the JOURNALS for St. Louis leave here in large bundles. I will write the Postmaster immediately asking reasons why your JOURNAL is not delivered, and we will endeavor to find just who is in error. Please notify me if you receive the JOURNAL hereafter promptly and regularly. Yours in B. L.,

L. W. ROGERS.

GALESBURG, ILL., Sept. 8, 1890.

POSTMASTER,

St. Louis, Mo.

DEAR SIR:—Will you please inform me why the TRAINMEN'S JOURNAL, addressed to Mr. J. B. Ashbrook, 103 S. 15th St., St. Louis, Mo., has not been delivered during the months of April, May, June, July and August? We have been sending it regularly to your office, but Mr. Ashbrook declares that he has not received it since March. Awaiting your reply, I am

Yours truly, L. W. ROGERS,
Ed. Journal.

{ POST OFFICE,
{ ST. LOUIS, Mo., 9-8, 1890.

L. W. ROGERS,
Galesburg, Ill.

DEAR SIR:—Mr. J. B. Ashbrook has removed from 103 S. 15, and his present address is not known to us.

We hold three of your JOURNALS addressed to him at 103 S. 15, and if you will be kind enough to give us his present address we shall be pleased to deliver them to him. Respectfully,

JNO. GROGAN, Supt.
Per B.

GALESBURG, ILL., Sept. 8, 1890.
J. B. ASHBROOK,

St. Louis, Mo.

DEAR SIR AND BROTHER:—Enclosed you will find my letter to the Postmaster at St. Louis, and his reply. You will see that he takes the ground that you have not been receiving mail at No. 103 South 15th St. for the past three months at least. I understand by your letter of September 1st that you did not change your address until about that date. Please let me know if this is correct and say also whether the carrier delivered other mail to you at that address during the months of June, July and August.

ST. LOUIS, Mo., Sept. 11th. 1890.
L. W. ROGERS,
Galesburg, Ill.

DEAR SIR AND BRO.:—Yours of Sept. 8th at hand. I am somewhat surprised to

hear our postmaster talk as he does. I lived at No. 103 S. 15th St. for thirteen months, commencing the 14th of July, 1889. I moved from 103 S. 15th St. on the 14th day of Aug., 1890. What seems strange to me is this: I received a letter from Nashville, Tenn., and also one from St. Louis, on Aug. 14th, 1890, the very day I moved. It is peculiar that my letters could come there up to the very day I left, and my JOURNAL be held back for an address.

I would like very much to see the JOURNAL for it has been a long time since I have had one. Hoping this will produce a favorable result, I am,

Yours in B. L.,

J. B. ASHBROOK.

GALESBURG, ILL., Sept. 18th, 1890.

JOHN GROGAN, Esq.,

St. Louis, Mo.

DEAR SIR:—Your letter of the 8th inst., replying to my inquiry of Sept. 3rd, has been referred to Mr. J. B. Ashbrook and he replies that he has resided continuously at 103 south 15th street, St. Louis, from July 14th, 1889, to August 14th, 1890, and that he has received letters regularly at that address. Such being the case, I cannot possibly understand why you cannot deliver our publication to him promptly and regularly. As he did not change his residence until August 14th, you must have held at least two of these journals while he resided there.

We have so many cases like this in which we are annoyed by a failure to deliver the JOURNAL, that I would be glad to receive any information that will throw any light upon the subject and explain the causes which detain the JOURNAL at the post offices of delivery. Mr. Ashbrook states definitely that he received two letters at 103 south 15th street, on August 14th, 1890.

Very truly yours,

(M.) L. W. ROGERS.

To this letter the postmaster has not replied, and if we are to judge from similar experiences in the past, he never will. We have never yet succeeded in getting a reply after the investigation has reached this stage. We think, however, that the dignified silence will yet be broken, as the matter has been laid before the department at Washington, and there is a possibility of this case being reached during the present century.

DON'T fail to read the first inside cover page.

The Firemen's Convention.

The Second Biennial Convention of the Brotherhood of Locomotive Firemen opened in San Francisco on Sept. 8th. The local press refers to the decorations in the Hall as seldom being equalled in San Francisco and describes them as strikingly artistic. Gov. R. W. Waterman and Mayor E. D. Pond warmly welcomed the representatives of the Brotherhood and Grand Master Sargent delivered his biennial address. Among the speakers who get special mention in the San Francisco papers are E. V. Debs, J. J. Hannahan, D. J. Brown and Joshua Lynch, who is the founder of the organization. The social program carried out later in the week included a ball in San Francisco, another in Oakland and an excursion to Monterey and Mt. Shasta.

We have not been able to secure as full and complete a report of the convention as desirable but the following from the business transacted will be of special interest. Grand Master Sargent recommended that a Brotherhood building to cost at least \$150,000 to be located in some central city of the United States and to be erected and paid for by special assessment. The matter was referred to a special committee and a favorable report made, the vote to be taken by ballot in the subordinate lodges.

A Ladies Auxiliary to the B. L. F. was established. The subject of federation was taken up and the convention ratified the constitution adopted by the Supreme Council now in operation.

The report of the Grand Secretary and Treasurer shows 485 lodges and a membership of 19,000.

When the convention came to the subject of elections, the following officers were unanimously re-elected to their old positions: Grand Master, F. P. Sargent, Vice G. M., J. J. Hannahan, Grand Secretary and Treasurer, E. V. Debs. The salary of the Grand Master and the Vice Grand Master was raised to \$3,500 each per annum and expenses. The salary of Mr. Debs was made \$4,000 per annum. The Board of Grand Trustees is as follows: D. E. Barry, W. F. Hynes and Chas. Maier. The Executive Board is C. J. Singleton, D. A. Ball, J. F. O'Reilly and T. P. O'Rourke.

The Tariff Debate Illustrated.

A full page in Frank Leslie's Illustrated Newspaper for Sept. 13 is devoted to character sketches taken from life during the tariff debate in Washington. Another full page shows an early morning scene in the East River, New York.

The Brotherhood.

'L board for Los Angeles.

PUT an overcoat in your grip.

DON'T fail to read the first inside cover-page.

THE convention opens on Monday, October 20, in Hazard's pavilion.

THE secretary of No. 340 calls for the address of Edward Budd, of that Lodge.

A LETTER from a member of No. 240 writes of the marriage of Brother Joseph Wilson.

BROTHER D. H. HILTON of No. 838, reports the loss of his receipts and traveling card.

NUMBER 228, Winnipeg, Man., sends resolutions on the death of Brother Wm. J. Fox.

J. F. KENNEDY reports the loss of receipts for Grand dues for 1890, and subordinate dues for September, 1890.

No. 40, Middletown, N. Y., sends resolutions on the death of Brother C. T. Compton, who was killed August 15th.

WHEN making up your schedule don't forget that there is such a thing as being laid out by washouts in the mountains.

WE acknowledge with thanks receipt of an invitation to the Fourth Annual Ball given by No. 138, Eagle Grove, Iowa, Sept. 11th.

THE members of No. 300, Decatur, Ill., will entertain their friends with the Second Annual Ball at Guards' Armory Hall, Oct. 15th.

BROTHER C. A. HARRIS of No. 49, Little Rock, Ark., reports things moving along smoothly and the boys making good time.

BROTHER T. O. LONG, No. 356, lost his traveling card at Kansas City recently. If taken up, return to him at Eldorado, Kan., box 383.

THE report of the convention has heretofore been printed in the December number. This year it will appear in the November number.

THE JOURNAL agent at No. 275 writes that the Big Four has agreed to a better schedule than the railroad men there have heretofore enjoyed.

WE have run out of back numbers of the JOURNAL for the month of June, 1890. Any lodge having unused copies of that issue will place us under obligations by forwarding them. Wrap securely, address TRAINMEN'S JOURNAL, Galesburg, Ill., "Returned Mail." No postage is needed.

BY A mistake in the make-up the article "No Class Insurance" appears in Correspondence instead of its proper place in the Forum.

LODGE No. 67, Laramie, Wyo., entertained the citizens with a ball September 6, and the local press is loud in its praise of the railroad men.

BROTHER W. A. WHITE of Chadron, Neb., reports the death of Brakeman Fred Poole while coupling cars at Buffalo Gap, S. Dak., August 17.

NO. 274, TYLER, TEXAS, sends resolutions on the death of Brother A. N. Cain, and refers to the kindness of B. L. F., B. L. E., B. R. C. and the O. R. C.

WE regret that we cannot attend the union meeting to be held in Jersey City September 21 and 22, but thank the committee for their cordial invitation.

WE acknowledge receipt of invitation and complimentary ticket to the First Annual Ball of No. 62, Bloomington, Ill., to be held in New Turner Hall, Sept. 26.

SO MANY communications asking for insertion in the October number of the JOURNAL have reached us that it is necessary to let some of them lie over a month.

A MEMBER of 300, Decatur, Ill., writes us that on August 31st the employes of the T. H. & P. were entertained by a picnic at Pastime park, given by Trainmaster Lyle.

THO. S. GILMORE, who was recently published as expelled for defrauding his lodge, asks us to say that he now has a receipt showing that he has settled in full his accounts.

E. P. HOLTON, whose death is noted in "On the Road" column, was once a member of the B. R. T. but having become delinquent his name was dropped. He leaves a wife and child.

LAST year a great deal of time was uselessly lost in the convention. It costs over three thousand dollars a day to hold the convention and everybody should be ready to work when it opens.

GEO. W. BURRIDGE asks us to say that he is very grateful for the kind attention and care of the members of No. 6, Aurora, Ill., to his brother, W. C. Burridge, whose death was recently noted.

ONE of the letters we are compelled to lay aside on account of the crowded condition of our columns and which would be out of date if laid over until the next issue, is from a member of No. 67. "T. B. H." writes that the lodge is doing well, with forty-five members in good standing.

WHOMEVER has amendments to propose to the constitution should have them written out ready for the necessary five signatures, and get them into the hands of the committee at the earliest possible date.

OVER the signature of "Fast Run" we have a letter from Herrington, Kan., giving considerable local news that would be of interest to the members of that lodge but which hardly warrant publication for general reading.

THE JOURNAL agent of No. 92 writes that Bro. D. H. Lynch of that lodge was caught while switching at Severance, Kan., Sept. 6th, and sustained injuries that resulted in the loss of one leg and serious damage to the other.

IF ANY JOURNAL agent has failed to receive a receipt book, subscription register, sample illustration book, circular of instructions or anything else he needs in the business, he will please notify us and they will be mailed promptly.

THE following persons acknowledge receipt of \$1,000 each in payment of policies held against the Brotherhood: Mrs. Joseph March, Grand Island, Neb.; Mrs. Ellen Quinn, Jersey City, N. J.; Mrs. Mary Mulherin, Wilkesbarre, Pa.

E. S. HALL, 1427 Spear street, Logansport, Ind., calls for information concerning the whereabouts of Geo. A. Rohner, and wishes him to know that by writing him at the above address he can secure important information concerning his family.

A CRESTON, Ia., railroad man named Gus Smith is trying a rather big game of raffle. He proposes to sell chances on a quarter section of land near Sidney, Nebraska, for one dollar. Somebody will get a tremendous return on a hundred cents.

WE are in receipt of a brief letter from "W. M." Sayre, Penn., expressing the opinion that it would be a good thing if the members of No. 248 would wake up to the importance of the labor movement and show more interest in the general welfare of the organization.

JAS. A. NORTON, Commissioner of Railroads and Telegraphs for the state of Ohio, has sent a circular to the superintendents and managers of railroads in that state, calling their attention to the act of March 23, 1888, which provides for the protection of railroad employes by requiring all companies to fill or block the frogs and switches, and providing for a fine of from \$100 to \$1,000 for a failure to comply therewith. Mr. Norton thinks that the law was made to be lived up to and says so very emphatically.

BROTHER W. O. JONES, of Denver, a member of No. 30 who lost his left arm in a railroad accident, has been appointed local agent at Denver for the Railway Officials and Conductor's Accident Ass'n. Railroad men will do well to patronize Bro. Jones and his company.

BROTHER J. E. FORD, JOURNAL agent of 275, whose address is 114 Potter street, Delaware, Ohio, will be pleased to receive any information about J. F. Callahan, who is described as being of light complexion, twenty-two years old, about 5 feet 8 inches high and weighing 140 pounds.

A LETTER from No. 344 asks us to publish the fact that Tom Purcell, formerly financier of the lodge, absconded with all the money in the treasury after the grand dues had been intrusted to him. Also that he is a general all-round dead beat and that he left several of the business men of Lyons mourning his departure.

WE acknowledge receipt of a letter from "One of the Boys" at Chillicothe, Ohio. The lodge is reported to be in a flourishing condition, and a protest is sent in against the discharge of Brother Devers for alleged insubordination. The writer seems to think that the insubordination consisted in being a zealous Brotherhood man.

WE are under obligations to Brother T. O. Long for a newsy letter written from the Missouri Pacific hospital at Kansas City. Brother Long had the misfortune to be struck in the eye by a hot cinder and is now at the hospital for treatment. He writes that Brother Jacobs of 74, Brother Emmon of 170, and Brother Robbins of 356 are also at the hospital.

WE are indebted to "F. A. R." of Conneaut, Ohio, for an interesting letter which we have not the space to publish. He speaks of the installation of officers and the general regret among the members of No. 259 on account of the retirement of Brother J. R. Leggett. The installation of new officers was celebrated with a banquet and a ball in which everybody, judging from the account, enjoyed themselves immensely.

BROTHER R. J. POWERS, who will be remembered as the delegate from No. 92, St. Joseph, Mo., to San Antonio, Birmingham and Columbus, is attracting considerable attention to his novel plan of matrimonial insurance. The editor of the JOURNAL is not eligible to membership but takes pleasure in saying that if the unmarried trainmen of the country concur to establish a plan for mutual assistance at that critical period of a young man's

existence they cannot find a man better calculated to inspire confidence and place the undertaking on a firm basis than R. J. Powers.

No. 94, Carbondale, Pa., sends us resolutions in which that lodge extends a vote of thanks to the officers of the N. Y. O. & W. and to Supt. G. B. Smith of the E. & W. V., for tendering them a special train to attend the funeral of Bro. T. Compton and expresses regret that through a misunderstanding Supt. Smith was not notified that the train he offered would not be needed. The resolutions also refer to the kindness of Engineer Winterstein, Conductor A. R. Snyder, Yardmaster Conn and Bro. Swingle on that occasion.

WE invite the special attention of our lady readers to the Woman's Department this month, not merely because it is something we are proud of, but because perusing it will be sure to still further interest them in its future success. And that is the object for which the editor is striving—to make the Woman's Department a place for the exchange of ideas on questions of practical value and common interest to the ladies who read the JOURNAL.

We started out with the belief that in the Brotherhood homes there must be plenty of talent to furnish entertaining contributions for such a department, and, although it has taken a deal of urging correspondence to induce it to come to the front, it is now coming in a manner that gives proof of its staying qualities.

There are three other official organs in the United States which have a special department of this kind, and there is just one point of contrast that, in recognition of the services of our contributors, we call attention to. These departments above referred to are, as a rule, largely made up of correspondence of a letter-writing kind that has been in vogue a number of years. But the ladies who have favored the JOURNAL with their contributions this year have invariably written upon some subject of practical value to woman-kind—a thing you can look in vain for outside the high-class publications that pay well for manuscripts. Look over the eight pages of the Woman's Department in this number, and see if you can find anything whatever of a trashy or space-wasting character. "Proper Training for Children," "Home Influence," "What is the Proper School Age?" and bright chat about various home topics by "Sister Lu" are all practical, helpful, entertaining. It may be thought that to secure seven pages of

such matter it was necessary to reject a mass of offered material. But it was not. Only a very few manuscripts sent for that department have been rejected this year, and these because they were untimely. Good material is coming steadily and the Woman's Department of the JOURNAL has a bright future before it.

THE public reception which opens the convention at Los Angeles will be held in Hazard's Pavilion, corner of Fifth and Illinois streets, beginning at 8 p. m. Monday evening Oct. 20. Besides the Grand Master's annual address there will be speeches by several eminent citizens of the state. The general public is cordially invited.

The business session will open at 9 a. m. sharp, Tuesday Oct. 21, at New Armory Hall, corner of Broadway and Sixth. Headquarters will be at Hotel Nadeau. Delegates should call at the New Armory Hall at 9:00 a. m., Monday Oct. 20, for badges, and to have their credentials examined.

The Southern Pacific Settlement.

Grand Master Wilkinson has just returned from the Pacific coast, where he has been working on Southern Pacific grievances for some time past and reports one of the most favorable settlements ever made for the Brotherhood. The Southern Pacific system is a very important one and the raise will aggregate a very large sum of money. We regret that we have not the space at this late date to give it more than a passing notice. The passenger brakemen got a raise of \$5 per month, passenger conductors \$15 per month, all baggagemen on the main line \$10 per month, freight conductors \$10 per month, freight brakemen about \$12 with no increase of mileage and all yardmen \$10 with no increase of labor. There are, besides the raise of wages, many other favorable points which we cannot now mention. Altogether, it is said to be one of the best settlements ever made.

Expulsions and Suspensions

REPORTED TO SEPTEMBER 20TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues:
LODGE NO. LODGE NO.
29. R. D. Hooker.* 176. E. E. Bardwell.*†
231. V. J. Shannon.‡ 344. Thos. H. Purcell.†

* General principles.

† Violation of obligation.

‡ Drunkenness.

SUSPENSIONS.

LODGE NO. 93. J. F. Meckley. 30 days, drunkenness.

DON'T fail to read the first inside cover-page.

**The Following is a Statement of Claims Paid in the Month
of August, 1890.**

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
797...	Miss Nellie Curtis.....	Fort Wayne, Ind.....	\$ 1,000 00
809...	Edward Gardner.....	Evansville, Ind.....	1,000 00
896...	Mrs. Sarah Curtis.....	Little Hocking, Ohio.....	1,000 00
817...	Patrick and Mary Rutledge.....	Clemo, Pa.....	1,000 00
898...	Mrs. Elmira E. March.....	Grand Island, Neb.....	1,000 00
893...	Mrs. Eva J. Artz.....	Sunbury, Pa.....	1,000 00
910...	Mrs. Almeda Moinet.....	Alliance, Ohio.....	1,000 00
901...	W. E. Roberts.....	Ashabula, Ohio.....	1,000 00
903...	George Shambow.....	New York City.....	1,000 00
914...	Charles Denney.....	Chattanooga, Tenn.....	1,000 00
905...	Mrs. Emma Lively.....	Hemmingford, Quebec.....	1,000 00
907...	Miss Mary Degette.....	Bale, St. Paul, Quebec.....	1,000 00
908...	Mrs. Mahala Grant.....	West Water, Utah.....	1,000 00
Total.....			\$ 18,000 00
Amount in Beneficiary Fund August 1st, 1890.....			\$ 7,456 06
Amount received during month of August, 1890.....			5,961 00
Total.....			\$13,407 06
Amount paid in Claims during month of August, 1890.....			13,000 00
Amount in Treasury in Beneficiary Fund Sept. 1st, 1890.....			\$ 407 06

ADVERTISING is to the financial success of a publication much what water is to vegetation—rather dry getting along without it. Every inch of advertising space added to the JOURNAL is money in the Brotherhood treasury. Consequently every person who encourages advertising in the JOURNAL adds to the financial strength of the order. Now, the way to encourage advertising is to buy what you buy of those who advertise. Make it a point to patronize those who patronize us. It is simply business. Leadville, Salida and Pueblo business men have cards in the JOURNAL. When you want something in their line go a little out of your course to reach them, and don't fail to mention it when you get there. They will continue to advertise only if they know that it brings them business.

At Leadville both Davies and Voges deserve your trade in the jewelry line. They are strictly first-class. Walker & Co. should keep you in cigars. Whipple ought to get your printing, and Augerman or Blakley's sell you furnishing goods. Jorgenson ought to make your suits and you should recommend Beggs & Co. when your wife goes shopping.

At Salida Carpenter should be favored with your watch repairing. Warman will undoubtedly find his sales increasing. Lavinsky is just what he claims to be and the same may be said of Toedter at Pueblo.

It is personally known to us that these men are all strictly first-class in their respective lines and our readers can deal with them in perfect confidence. When you are about to make a purchase remember that they are patronizing us.

DON'T fail to read the first inside cover-page.

Those Noms De Plume.

Every once in a while we receive letters asking a question like this: "Would you mind telling me confidentially who writes the articles signed so-and-so? [naming some contributor to the JOURNAL.] I understand he is running out of this city."

To save time we answer a number of such letters by this method. The editor cannot "confidentially" nor otherwise give the name of any contributor without permission. If the writers wished to be known they would not use a nom de plume.

Another class of questions is continually coming in, which, if they take time, have the redeeming feature of causing an occasional smile. One asks if the editor himself is not B. K. M.; another wants to know if Fay Winwood and the editor are not identical! Another enquires whether we don't really write the articles signed L. E. Phant, and a fourth says knowingly that he has a shrewd idea that Tim Fagan sits very near the editor's desk. The last is from an old acquaintance who, in referring to a certain article said, "Candidly now, ought not 'Sister Lu' be written 'Brother Lu'?"

In thanking our correspondents for these numerous compliments we may as well save time for the future by saying frankly that the editor does not masquerade under such an array of names, nor write the articles, nor do more than sometimes suggest the topics.

Notice.

The Grand Mistress with the approval of the Grand Auditors has appointed Sister Alma Rice as Grand Treasurer in place of Sister Sadie Smith resigned. Hereafter all grand dues and special assessments will be sent to

MRS. ALMA RICE,
Fort Gratiot, Mich.

THE

Railroad Trainmen's Journal.

Vol. VII.

NOVEMBER, 1890.

{ NEW SERIES No. 11.
OLD SERIES No. 81.



JOHN A. HALL.
Editor and Manager "Switchmen's Journal."

JOHN A. HALL, editor and manager of the *Switchmen's Journal*, is one of the young men of marked ability who has come to the front in labor circles recently, and we take pleasure in presenting his portrait to our readers. Mr. Hall is a native of Iowa and is a son of Surgeon Hall, of the U. S. N., who served on the

Mississippi squadron during the civil war. Young Hall was taken from school at the age of 16 and placed in his father's office to study medicine, but not liking professional life he entered the service of the P. H. railway company as a telegrapher in 1872. Since then his railroad experience has included the occupations of operator,

station agent, brakeman, switchman and yardmaster, on the C. R. I. & P., the I. P. & C., the So. Pac and the C. B. & Q. In 1887 he became joint yardmaster for the Rock Island and the "Q," and successfully demonstrated that the general switching could be done under one management.

Mr. Hall was a "Q" yardmaster in Chicago when the great strike of 1888 was declared, and when the switchmen decided to support it he, with ten other yardmasters, promptly stepped out with them. Having sacrificed an excellent position for the cause of justice he stood with them to the end and then went to work for the Santa Fe as a switchman again. In March, 1889, Grand Organizer and Instructor Bailey, of the S. M. A. A., was removed from office and Mr. Hall was appointed to fill the unexpired term, and so faithfully and energetically did he push the business that he was elected to the position in the following autumn.

At the last national convention of the Switchmen's Mutual Aid Association the new grand lodge office of editor and manager of the *Switchmen's Journal* was created, and the convention very wisely elected Mr. Hall to that position. For some time preceding that he had been doing work on the editorial department of the *Journal* and had clearly demonstrated his special qualifications for such a position. Under his management the *Switchmen's Journal* is coming rapidly to the front as one of the foremost labor publications of the country, and the labor world may confidently expect to find in it one of the toiler's staunchest defenders and ablest advocates.

China's Great Walls.

The Great Wall of China is appropriately called one of the world's wonders, and the description given by Rev. Wm. P. Sprague in the *Missionary Herald* is very interesting to everyone who takes an interest in engineering feats:

If any one doubts the existence of China's great wall, let him come with me to Kalgan, and see for himself the identical wall built by the first Emperor Chin, in 200 B. C.

Take a steamer across the Pacific to Tientsen, then a native boat up the Pei Ho River three days, then pack saddle or mule litter five days more, through mountains and plains to Kalgan. Before you reach the city you see a dark line along the hill-

tops just beyond the town, and by the time you enter our compound you see the wall stretching away over the mountains as far as the eye can reach, both east and west, with towers on all the prominent elevations. As we pay it a visit for closer inspection, you find it a windrow or ridge of reddish-brown porphyry rock broken, not cut, into irregular blocks. These are so well fitted to each other that the outer surface is tolerably smooth and has somewhat the appearance of crazy patchwork.

It is about ten feet broad at the base and fifteen feet high, the sides sloping to a sharp ridge like a steep house roof. You may follow this wall eastward to the sea, and westward to Kansuh, the northwestern province; and so doing you will have traversed the entire northern frontier of China, fifteen hundred miles. Though you find several hundred miles of adobe sun-dried mud wall, yet other hundreds of miles are of good brick and higher than at Kalgan. By the time you have traced its length you will be willing to concede not only that China has a great wall, but also that the ruler who could conquer so vast a country, drive out the invading Tartars, and build a fortification fifteen hundred miles long to keep them out, was worthy to be called the first emperor, and to give his name (China) to the folly.

If any one laughs at the folly of spending so much labor on such a useless defense, let him remember that it was a defense only against horseback riders, armed with nothing but bows and arrows. A few guards on the watchtowers could, with their signal fires on the mountain tops, easily rouse the villagers, far and near, to the defense of their homes. And this wall accomplished its purpose for over a thousand years, when the great Ghenghis Khan with his brave Mongol followers, broke their way through.

This section of the great wall becomes for half a mile the city wall of Kalgan. A beautiful temple is built on this wall to celebrate Ghenghis Khan's victorious passage.

This two thousand year old wall is little known to the world at large, because there is another wall much oftener visited and described by visitors from the western world. It is near Peking and a far more imposing structure. This is only an inner arm of the great wall, but five hundred miles long, and not so old by seven hundred years. It is built of cut granite and good brick, and is thirty feet wide at its base, twenty-five feet wide at the top, and thirty feet high. It is a fine sight as it winds over the highest mountain tops.

In Convention Assembled.**Opening Exercises at the Seventh International Gathering of our Brotherhood.**

Never has a convention of our Brotherhood opened under more flattering circumstances than that of the seventh annual. Never have such multitudes thronged the streets to view the parade, and never before have the citizens of the second city of a great state filled a vast auditorium from pit to dome. At three o'clock on the afternoon of the 20th ult. the head of the long parade column moved forward. A platoon of mounted police followed by a uniformed company led the procession, marching to the music of the city's best band. Then came some thirty carriages, filled with grand lodge officers and lady visitors. The typographical union, over a hundred strong, followed with their band, and then came the long line of trainmen—the knights of the rail, that the citizens of Los Angeles welcomed by crowding the pavements until street traffic was suspended.

It was a scene to be remembered a life-time. The mellow sunshine of a perfect autumn day, the dense blue of the semi-tropical skies, the thousands of flags fluttering in the gentle breeze that crept in from the Pacific, the motley throng that lined the streets where the almond-eyed celestials with dangling queques and the swarthy Mexicans in picturesque garb elbowed their way through the throngs of business men to get a peep at the passing column. The trim lawns rich with exotic plants, the beautiful parks filled with graceful palms, banana trees and nodding plumes of the pampas, made a scene as impressive as it was novel and unusual.

The public meeting in the evening at Hazard's Pavilion was fully equal to the parade in point of interest and enthusiasm. We present below a report of the addresses. The short-

hand men complained that the dense foliage on the stage prevented them making a perfect report, but it is very nearly verbatim:

ADDRESS OF MAYOR HAZARD.

*Gentlemen of the Brotherhood:—*We are glad to meet you to-night. The city of Los Angeles extends to you a cordial welcome. As long as you stay here we want to say to you, be at home. You are always welcome in our midst. We are glad that you have come amongst us, because we believe that your order represents a great principle in the philosophy of government. It is said that the republican form of government is based upon the consent of the governed, but if the governed are ignorant of the laws which rule them, ignorant of the science of government under which they live, how can they consent? Our forefathers, when they landed their tiny bark on the rock-bound coast of New England, saw before them a primeval forest, inhabited by an uncivilized race. It required then labor as well as brains. There was a union of the two. After they had removed great forests and carved out a country that challenged the admiration of the whole world, and God had given them the power and privilege to frame laws for mankind, they did not forget it was necessary that those who performed the labor and constituted the element which made the government should be educated, and hand in hand with the spirit of American independence we find that principle of American education, our free schools. They are placed in our towns and cities over the length and breadth of the land, because just as long as the school flourishes just so long will the Republican form of government be maintained. I believe that a people to be truly great must be educated. You must have the consent of those whom you govern in order to have an intelligent government. Mankind looks to the United States for the great advancement in arts and sciences, and, why? Because the government which controls the country in

which we live finds within its bounds representatives of labor as well as capital. How can a government be great and rule with intelligence and wisdom, that excludes a certain class from its councils? American liberty, built upon the broad plane of a free education, declared that the people should be educated, and the laws that have been enacted for our government and protection have been enacted for the representatives of the poorer as well as the richer classes. What has been the result? We have presented to mankind a government that has challenged the admiration of the statesmen of all nations. Because a man having the foundation of a common school education to start upon enters the broad pathway of life, who goes and opens his diploma from the life of experience and knowledge, is better qualified to legislate for the people he represents than the man whose education consists in the knowledge. The experience of mankind justifies the claim that there should be a class ordained to rule that is educated in the science of government. We have given to American people a great government, giving them a legislature that enacts our laws, composed of men chosen alike from all the walks of life, and better qualified to enact laws, laws that are most equitable and just, and the opinion of mankind and the world is that the laws of the United States are the most wholesome, the most beneficial, and have been productive of the greatest advancement in science of government, than all other nations combined. When we welcome you to-night to the city of Los Angeles, we say we are proud to do so, because you represent an element of our society and our form of government that is destined to work great reformation. A man, whether he be brakeman, engineer, or conductor, is he not better because he meets with his brothers in convention? He meets the better class of citizens. He considers the various matters necessary for the good of his organization, and in so doing he is bound to educate himself in the scale of manhood, and these conventions are

to be blessed because they are the means of educating our people. I do not intend to detain you long, as there are other speakers, but there is one idea which I wish to bring to your mind, and that is this: To-day your vocation may be brakeman, fireman, conductor or engineer, but is there any power under our government to say that you shall be so to-morrow? Is there a railroad man in this building to-night, whose children have not the advantages of an education offered them? There is one thing that I prize in this country—the free schools. To-night you may be away from home, facing the dangers of your occupation, your children to-morrow go to the same school, inculcate the same ideas and principles and the same lessons of love of country, that the children of the millionaire do, and who knows but in a few years to come the generation that follows you will be the generation that will wield the destinies of our country? And let me tell you the American people have become greater, because to a man whom God has endowed with wisdom and knowledge we concede the right to rule, and not to one who is endowed with some hereditary title, and for that reason we are glad to welcome you. You represent a principle in our government that is dear to us all, and to which we owe much.

We have here to-night the Grand Master of your Brotherhood whom, no doubt, you will be delighted to hear. I have the honor to present to you Mr. S. E. Wilkinson, Grand Master of the Brotherhood of Railroad Trainmen.

ADDRESS OF S. E. WILKINSON.

Mr. Chairman, Ladies and Gentlemen:—It gives us a great deal of pleasure to-night to have the opportunity of meeting in this land that is noted for its sunshine, its flowers, its beautiful women and the genial warmth of friendship that is extended by the true Californian. He is known by his appearance and by the genial and cordial manner in which he clasps your hand. While we have travelled a long distance to be here, it is that we may show you by our appear-

ance and deportment that we belong to an organization of progress, an organization that is doing a good work for the benefit of the railway trainmen of this country, but I will detain you but a short time with its history, because it represents only seven short years. This is the first Convention held under the auspices of the Railroad Trainmen. The organization was formerly known as the Railroad Brakemen, but we believed in our council of a year ago that we had perhaps outgrown that name, as we had by diligent labor been able to raise some of the brakemen to higher positions, that of conductor and a great many other positions having been given him through the influence, as we believe, of our organization. While in its beginning it numbered only eight men, in its existence it has numbered some 25,000, and a great amount of good has been done. We call your attention to the fact that in a short period of time one and one-half millions of dollars have been given to the widows and orphans of the maimed and deceased railroad men of this country. When we take into consideration the fact that our sister organization in its twenty-four years has only been able to pay its beneficiaries a little over three million, I don't believe we need to have shame mantle our cheek for the great work done in the name of charity.

It is not necessary for me to tell you that the life of a railroad man, especially of a brakeman, is a specially hazardous one, because those of you interested enough to read the news given you day after day, already know of this fact. But you don't see any broad headlines of a terrible accident where only a brakeman or two were killed, but you will find it away down on the margin of the paper, only another brakeman added to the list, but let a passenger on a railroad train meet with accident or death, and there are great headlines on the face of the paper, telling you of the accident that befell him. We are entitled to a great deal more recognition than we have received in the past. Week by week and year by year we are

gaining it. We are attempting, as your Mayor said to you to-night, to educate the brakemen that they may fill other positions which they are competent and qualified to fill if opportunity offers. Perhaps within the reach of my voice a brakeman sits who is liable, if diligent and faithful, soon to be advanced to a General Manager. Our hopes are bright and our aspirations very high. You have heard a great deal about labor organizations. About officers that are identified with railroad organizations. Dynamiters they are sometimes called, and I would like to have you glance upon this platform and you can see the representatives of the railway trainmen, and to ask you to pass judgment. Do they look like a lot of men who came here for the purpose of desecrating your beautiful city? It has been said on a good many occasions that all we had to do was to draw our salaries, order strikes and smoke good cigars. But there never yet has been credited one strike to the great Brotherhood of Railroad Trainmen, and we hope that there never will be, and we want to say to-night that there there never will be if the General Managers will only come half way, and will open the door and give us an opportunity to get on the inside.

While our organization sets entirely aside questions of politics and religion, we have every reason to believe that the railroad men of this country have commenced to realize that it is necessary to take a little bit of a part in politics, and to vote for the right kind of a man. Why? We believe our lives are just as good and just as valuable as those of other American citizens, and we want to vote for men that will make laws to protect us and our families. We want a law that can be made universal in this country, that will not cause 20,000 cripples to be made every year and 2,500 brave men to be laid away in the cold, silent grave, by death-traps used by railroad corporations. We appeal to the citizens of Los Angeles, and the great State of California, with our hearts and our hands, to call upon your

legislature to pass a law in this state that will make it a crime to kill a railroad man, even though done by his co-employe.

You have heard a great deal about railroad brakemen. It often used to be said that all that it took was a suit of clothes and a great big drink of whisky to make a good brakeman. We don't have to be fired with any of that kind of ardor any more. Those days are gone, and to-day we are using our influence to shut up the rum shop by not patronizing it.

I want to take into consideration one or two things of a great deal of interest to the railroad men, and to all men in this country. One of the greatest objects of railroad men at the present time has been to come a little closer together. They have been identified with one another, and their closer relationship to-day has been brought about by something called federation. It is composed of one fireman, one brakeman, one conductor, and last but not least, one switchman. They have all been taken up until we have an organization that is known as the Federation. You have heard a great deal of talk about how, when these railroad men got Federation, why all they will have to do will be to go into the office and say to the General Manager, "You can have the title but we will run your road." That we are going to have things our own way, and not give anybody else even a chance. That has been very much misrepresented. I want to tell you that Federation means, if lived up to, that there will never be another railroad strike in America. It would not be necessary. Why? Simply because we are going to pass judgment upon these matters, and we are not going to allow any particular branch to ask what they are not entitled to, and all we want is an opportunity to live; a fair day's pay and a fair day's work; an opportunity to serve God, and to vote for the man who will look after and protect the widow and orphan if one of us should be taken off while performing his duty. How many of you have realized what it was to be a brakeman, an engineer or a fireman? If

you will take the statistics that were produced from 1860 to 1865, as you look over them at home, it is appalling to recognize the number of valuable lives that were lost on the battlefield to save the flag, but there you would naturally expect it, but I want to tell you that you do not get an opportunity to get the statistics in regard to railroad fatalities. They have been kept from your gaze. When you are wrapt in slumber at home we have got to strain every nerve, and be ready for duty. We can not afford to make any mistake, because your friend is entrusted to our care, your wives and your children, and if we make mistakes it is going to result fatally to them. There is not in the United States or the world to-day another class of people who are as great benefactors to the people of America as the railroad men of the United States. They toil harder and they toil longer, and it is only within the last two or three years that they did not receive a smaller compensation than any other class of people, but we thank God that the Brotherhood of Railroad Trainmen has brought us strength so that we are satisfied in this section of the country.

You have heard a great deal said about capital antagonizing labor organizations. I want to be one representative to the great State of California to say to you all that capital is not the greatest danger; that one of the greatest dangers does not emanate from capital, it emanates from the inside workings of the organizations themselves. Ambition to elevate; ambition that the human race seems impregnated with, to raise themselves up a little bit higher, no difference at what expense to any one else. It is an undeniable fact that all organizations suffer alike. I want to say to you that it is ourselves that are our own worst enemies and I hope that when we have convened in the City of Los Angeles that we may be able to meet upon the one common platform, as Brotherhood men, not only in word but in deed and action, and to make such laws as will benefit our Brotherhood, ourselves as individuals and our families.

A year ago, on the platform in the City of St Paul, stood one of the brightest lights that the Brotherhood of Railroad Trainmen ever knew. To-night he sleeps out under the starlight in his grave; the first officer that has ever stepped down and out that has been identified with this organization, and when we started upon this trip there are many of us that expected to shake him by the hand, but we will never have another opportunity. Others have gone over the same road, and we must all pass away, but I believe that that testimonial to his remembrance is due from the Brotherhood of Railroad Trainmen, because a great deal of its power and a great deal of its success belongs to him, and while we offer sympathy to his bereaved household we also offer sympathy for all the vacant chairs, and to all those who have spent the best part of their lives in the service and are now maimed and crippled.

Benevolence to the world; because a railroad man would give anybody his last dollar; if he had it he would spare it: Sobriety at all times: Industry, because it is a matter of necessity. Unless you have a great deal of wit you have got to work. I thank you all for your kind consideration in listening to me. I want to say in conclusion that you will to-night hear a great deal that will be worth your consideration. Advice; take it, heed it, and accept it, and may you all live and act while in this beautiful city that we can leave here and be kindly remembered, and should it be our good lot to come back to Los Angeles, that these people can extend the right hand of fellowship and welcome us all.

ADDRESS OF JUDGE J. G. M'GUIRE.

Mr. Chairman, Ladies and Gentlemen:—I regret exceedingly that our distinguished and eloquent Lieutenant Governor could not be here tonight to extend to you a welcome on behalf of the State of California such as I know would come from his heart if he were here. But it affords me a great deal of pleasure, speaking for the state, and especially for northern California, in

his place, to join most heartily in the welcome extended to you by Mayor Hazard, of Los Angeles. The hopes and aspirations of our country, the destinies of our civilization, are wrapt up in the great labor movement of modern times. There is throughout the civilized world a great labor problem, a problem that must be solved before civilization can have peace and proceed in her natural course of progress. It must be solved upon the lines and principles of absolute, eternal justice, and I understand that the labor organizations demand nothing more than justice, and never have demanded more. That labor is suffering wrongs which ought to be righted; that there is a foundation for nearly every claim made by labor organizations, and the denial of which causes laborers of various classes to band together for the assertion of their rights and defense of their cause, can not be denied. Labor produces the wealth of the world, and it produces the wealth of the world from the God given raw materials which come freely from the common Creator of mankind, to all men, for the satisfaction of their wants by labor and the supplying of their necessities. Primarily and of natural right, it would seem that labor is entitled to all the wealth which it produces. We have a condition of affairs by which, while the wealth of the world is produced by labor, for the creative plan knows no other means of producing wealth, yet the laborer gets but a small proportion of the wealth he produces, and in the absence of organizations to protect and defend their rights, we know, and history proves that the share of the wealth produced which went to the laborer was getting regularly smaller and smaller as civilization progressed and as the wealth producing power of labor increased.

I shall not dwell upon these subjects, but confine myself to a few suggestions and give way to other speakers who follow me. I wish to say that I believe that every demand made by labor is pretty nearly right. My reason is this. The greatest statistician that America has ever pro-

duced, the man now charged with collecting and procuring statistics upon the labor question throughout the union, a faithful and efficient officer according to my judgment, tells us that within the last forty years the wealth producing power of labor has been increased eleven fold, on an average, in all departments of labor, by the inventions of labor machinery and the increased intelligence of labor. On an average then, throughout the entire union, a man will produce as much wealth to-day, with the aid of modern appliances and modern intelligent direction as eleven men could have produced forty years ago. Who gets the benefit? Where does it go? Has the condition of labor throughout the union been improved eleven fold, by reason of this improved power of wealth production? No; and until it has, labor has not secured its rights.

You are here, as I understand, to exchange thoughts and to legislate, so far as a civil and unofficial organization can legislate, upon these great questions of labor. To consult and legislate upon the relation between capital and labor. I need not urge you to be moderate; not to take the first impressions as conclusive, but to look behind the relations which appear to you when first glancing at the questions of the relation between labor and capital. There are some capitalists that are oppressive. They are tyrants to be hated for their individual tyranny or oppression of their fellow men, and for their making property more to be respected than human life, but you must not deal with all capitalists according to the measure of justice that should be meted out to the individual tyrants and oppressors. Remember another consideration, too, that capitalists are victims of their environments, as you are victims of the environments that are pressing you down. Bear in mind, that behind the capitalist, the true capitalist, I mean, there are other conditions that are largely forcing him to do what he would rather not do in dealing with you and in pressing you down. Treat him as a wronged and misguided brother, but none

the less demand your rights and insist upon having them. Treat him not as an enemy *per se*, but as a victim with yourself, living unfraternally to secure better conditions at your expense, whereas he should in brotherly affection come together with you to reason over conditions that are alike detrimental to him and to you. Call him into consultation and ask him to sit down and reason together over the situation. I was pleased to hear from the Grand Master of your Brotherhood the suggestion that this organization is not favorable to strikes, except as a last and ultimate resort, and that as a last resort, the immutable natural right of self defense may justly assert itself in strikes or in any form that may be necessary to preserve lives, or rights that are as sacred as lives. California looks upon you as earnest, zealous, temperate advocates of the cause and rights of labor, and every true hearted and true minded man within the borders of the State hails your assemblage and welcomes you, and gladly will we watch your deliberations, in the earnest hope that they may be wise, and that their fruits may be great in establishing the natural, absolute and eternal justice, upon which this great labor question must finally be settled, and bidding you God-speed in the great work you have undertaken, let me say to you "Onward and upward," "Goodness is alone eternal; evil was not made to last."

ADDRESS OF L. W. ROGERS.

Mr. Chairman, Ladies and Gentlemen:—When coming upon the stage this evening, I felt like saying to my associates that the first thing in order is to thank the people of Los Angeles for this magnificent audience. Of course we are pleased to be treated in such a handsome manner, but what pleases me more than all else, is the opportunity to reach you; the opportunity of reaching the public. It is natural that every affair of man's creation should seek favor with the public. The people's approbation is the first element of success. In this day of the world whatever wins the support of the public must deserve it.

For the organization to which I belong, and whose principles I have the honor to advocate, no apology need be offered. It is the natural production of the times, and is as much in harmony with its surroundings as the hills are with the valleys, as the rivers are with the sea. Its benevolent principles are too plainly endorsed by the people to need a moment's consideration. Its principle of resistance and defense is the only thing that has ever been questioned. We understand the importance of having the public with us in righteous sympathy, and for this reason we endeavor to make the most of our opportunities on such auspicious occasions.

The aggressive and defensive attitude of our organization rests wholly upon that principle of common justice that whoever toils should have an honest share of the wealth his labor creates. We want nothing more; we will accept nothing less. I am aware that in securing it we are often impetuous, and the public is led to mis-judge. This is naturally so. The daily life of the trainman cultivates a sturdy spirit. Gen. Sherman once paid us the compliment of saying that if he had the privilege of selecting a splendid army he would have it composed of the railroad men of America. The hardships they endure, the dangers they face, the atmosphere of constant peril in which they live, are influences that mould a sturdy character and produce a spirit that brooks no unjust restraint. I think sometimes that railroad organizations in their impulsiveness, bear about the same relation to labor in general that the Continental army did to the people; that their haste to resent the least injustice, their willingness to risk enforced idleness, the eagerness with which they wheel into line as one man to assert their rights and defend the organization, is the result of the same Spartan spirit that characterized the men who, in those dark days, placed principle higher than life.

I beg you to remember that men enter such organizations as ours from the purest, noblest motives. It is not merely for

self, but for wife, and child, and home. There is something besides honest wages that we want. In such a nation as this, a nation that can almost feed and clothe the world, if the wealth the people create be fairly distributed by paying honest wages, every man who toils will have not only wholesome food, good clothing, and a comfortable home, but he will have a little time for rest, recreation, and mental improvement. Good wages, and a little leisure time, are prime factors of a nation's prosperity. The family circle is the place of civilization's birth. There is no place so sacred as home, but under the present conditions the railroad men are practically barred from that sanctuary. Their hours of labor are too constant. We invoke the sympathy of the great public to change these conditions. We want a little leisure for the home, a brief respite by the fire-side shrine, with all the world shut out and care forgot in the loving clasp of children's dimpled arms. Give us the conditions to which we are entitled and we would not change places with kings. My sentiment is this: I have said it once before in the JOURNAL, but I will say it again:

I'd rather be him who stands at the brake
In the rain and the sleet and snow,
Facing the dangers of the darkest night,
With his courage renewed and life made bright
By thoughts of a home whose fireside light
Has a ruddy, radiant glow,

Than to have a heart that is but a den
Where serpents of avarice coil;
To live in a palace others have built
And know that its marble and brouze and gilt
Is the price of the blood that Death has split
From the veins of the sons of toil.

We have need of such organizations as this you are honoring with your presence to-night. It fosters the spirit of independence and manhood; it champions the cause of every defenceless toiler. We shall need such organizations as long as idleness imposes upon thrift, as long as greed shall grasp the fruits of toil, as long as avarice is a robber, as long as a single child shall labor in the mills, as long as poverty shall be the unbidden guest of toil

in just one home beneath our flag. I will tell you what we want to see. We want the time to come when there shall be absolute justice in the distribution of wealth; when every man and woman who toils shall enjoy the fruits of their labor; when those who do the least shall not receive the most; when the toiler's income shall not be limited to the barren point of a mere existence; when the ennobling influences of music, literature, and art, shall dwell in every home; when there shall be no army of hungry, idle men, vainly seeking work, while little children bend above the lathe and loom; when those who toil are known as the noblest in the world, and idleness shall be held to be an industrial disgrace.

That time is coming. For hundreds of years Labor has been dependent; it has lived in poverty and fear; it has humbly knelt and begged for the right to work; it has been a supplicant, lifting its battered hat to arrogant idleness; it has dwelt in a hut, lived upon crusts, and was clothed in rags. It saw Idleness surrounded by wealth, living in a palace, riding in a chariot, and holding with jeweled hands the sceptre of the kings. But that time is gone, and gone forever. Labor is no longer abject. It does not crouch and cringe at the employer's feet. The toiler has grasped the magic wand of Federation, and feels the thrill of a new strange power; he kneels no more, but stands erect in manly strength, and sees beyond the clouds the dawn of coming day.

ADDRESS OF P. H. MORRISSEY.

Brothers and Friends:—It was not my intention when I walked upon the platform, to regale you with any remarks. It has not been customary for officers of my rank to address assemblages at the opening exercises of our annual conventions. We are usually set in line and allow the Grand Master to do all the talking, and he will refer to us as no dynamiters, and then we must put on a smile and look as conservative as possible. I wish I were able to say something that might interest you this evening, but the distinguished gentlemen

who have preceded me have entertained you with such a surfeit of wisdom, and have portrayed to you in such convincing language the value and power of organization, that it would be useless for me to attempt at this time to enlarge upon it or to give you any new ideas in that direction. The mayor of your beautiful city welcomed to-night the representatives of a great brotherhood—representatives of about 16,000 young men who in the morning of their lifetime face danger and death in an honorable struggle to win their daily bread. Men who love their country, know their duty, and always do it. These men have travelled a long way, they have made a pilgrimage to your beautiful city, in order that they might enact such laws, and take such other action as will warrant the perpetuity of their organization, and lift it up to a higher plane of usefulness. This organization, that has done so much for the trainmen of our country—yes, and Canada, for we have Canada represented with us here—these men, regardless of religion, or politics, or nationality, or whether they stand under the ensign of the starry banner or the ensign of the union jack, stand shoulder to shoulder in all matters for the protection of their labor. It has been fully demonstrated to you this evening, and so often before, that combinations of working men can raise wages, can secure shorter hours of labor, can secure fair treatment from employers, and can exert a wholesome influence upon society in general, that it is needless for me to comment upon these matters at this time. Men see in these organizations the only relief from oppression, humiliation and degradation. They are conscious that a great wrong exists somewhere. They toil day after day, and labor hard, only to receive as a reward for their exertions a miserable existence. That much was given to the savages of the forest. That much was given to the slaves before the war. Is it any wonder, then, that you hear of poor men from time to time, who are tired of looking at the pinched faces of their children, and who seek relief by the back door

of suicide? Now, gentlemen, I am not going to detain you longer. I have my esteemed Brother, Slattery, next on the list, who will probably entertain you, and there is Brother Terrell from the middle section, and Brother Sheahan. All I want to say in closing is, to go on with your mission of fraternity and benevolence; work faithfully for your society: stand up for your rights, and God speed you all toward that goal to which we are all conscientiously aspiring.

ADDRESS OF T. T. SLATTERY.

Ladies and Gentlemen:—I had hoped that the members of our Brotherhood would not call upon me for a speech this evening. In coming here from the city of Galesburg I have contracted quite a severe cold, and you can see that I am in no condition to speak this evening, but as we have had some discussion in regard to the great number of men who are killed and disabled in coupling and uncoupling cars. I will say something on that subject. I refer back to 1828, when the first rail was laid in this country, on the opening of the line between Albany and Schenectady in the state of New York, and the same link and pin that coupled the cars together in that year still ties them to-day. We see improvements made in every direction, along every department in the railroad service, and then I say, when we know that there are other ways, it is a shame for men to get up and say that they want the same old link and pin that tied the cars together in 1828. And I hope that this great Brotherhood can devise some ways and means whereby a change can be effected, and I have figured out a little plan myself, which I will give you tomorrow or next day, whereby we, as employes of the various railways of the United States, Canada and Mexico, will submit the plan to the various railway managers and presidents of the different railroads and which if adopted by them will give them an automatic coupler, I believe, at a low expense, and they will not be compelled to pay a big royalty on an automatic coupler. That is one thing in my opinion that has held

the railroads back from adopting an automatic coupler. We have thirty or forty different kinds of couplers. What we must have is a universal automatic coupler, that will couple and uncouple any kind of cars, without going between those cars to couple or uncouple. I have put in a number of years both in switching and braking, and in all different departments. I have had a little better fortune than most of you, as at present I have all my fingers. I hope that at the close of this convention we will be able to submit something that will be adopted and will take the place of this old link and pin. The master car builders of this country adopted an automatic coupler, and the railway presidents of nearly all the prominent railways in this country assembled in the city of New York a few months later and ratified the action of the car builders, and they had an elegant time, drinking champagne at the expense of some poor yardmaster, switchman or brakeman who at that time lay bleeding or dead. I will ask you as railroad men if there has ever a draw-bar worn out since that time, that has been replaced by an automatic coupler? You can answer that it has not, and the question is one that our esteemed friend and benefactor, Hon. L. S. Coffin, has been endeavoring to secure legislation upon at Washington. We must and we shall have an automatic coupler, and we will keep up this agitation until we have it, and I think it is too late in the day to go back and say that we will use the old link and pin. We should submit something that they will gladly accept when we lay it before them; something that they can accept, and see that it is to their interest to do so, and I hope that when we have adjourned we shall have completed that plan, and submitted it to the railway managers and presidents of this country, and let them see that the railroad trainmen are working for their interests as well as our own.

BOSTON was selected as the place for holding the next convention, winning the prize on the second ballot by a majority of one vote.



ED. F. O'SHEA DEAD.

No greater loss has fallen upon our Brotherhood since its organization than the death of Bro. Ed. F. O'Shea, which occurred a few days before the Seventh Annual Convention met in Los Angeles. He was in his usual rugged health a month before the announcement of his death startled his friends, and having been elected to represent Denver at the convention, had made preparation to attend when he was stricken with the fatal fever.

The affliction of the O'Shea family, so well and favorably known in railroad circles, is an unusually sad one. About a month before the ex-grand secretary and treasurer was taken ill his father, who had reached a ripe old age, passed away, and a few days after the death of Ed. F., his brother Henry was carried to the grave.

The following resolutions were unanimously adopted by the convention just before adjourning at Los Angeles, Oct. 29:

WHEREAS, A former grand officer of our organization has been stricken down by the hand of Death in the morning of manhood; and

WHEREAS, His faithful and untiring services for the past five years as an officer and a labor advocate have been of priceless value to our Brotherhood, therefore be it

Resolved, That in the death of Ed. F. O'Shea our organization loses one of its noblest members, and the cause of labor one of its brightest intellects and sturdiest champions.

Resolved, That we extend to his family our heartfelt sympathy in the hour of their sad affliction.

Resolved, That our Grand Lodge office be draped in the customary mourning, and a copy of these resolutions be sent to the surviving members of his family.

THE following resolutions were adopted by the Convention just before adjournment:

Resolved, That the Brotherhood of Railroad Trainmen in Convention assembled extends its sincere thanks to the citizens of Los Angeles and the State of California for the cordial reception and hospitable entertainment of its officers and members.

Resolved, That the able and eloquent addressers of Mayor Hazard, Judge J. G. Maguire, H. S. Osborne, W. C. Owen, and H. T. Wilshire, at our public meeting, call forth our admiration and gratitude.

Resolved, That we thankfully acknowledge the many invitations of the clergy of Los Angeles to visit their churches, and especially thank Rev. R. S. Cantline for services rendered at our open exercises.

Resolved, That the letters of fraternal greeting and good cheer from Hon. L. S. Coffin, F. P. Sargent, Eugene V. Debs, E. E. Clark, W. P. Daniels, H. C. Hays, T. S. Ingraham, Supt. J. A. Muir, of the Southern Pacific, Mayor Pond, of San Francisco, Stephen M. White, of Los Angeles, Supt. F. G. Urquhart, of the Southern Pacific, and R. D. Del Ville, are much appreciated and strengthen bonds of friendship that will be cherished through the coming years.

Resolved, That we endorse the action taken by Typographical Union No. 174, in their effort to maintain honest wages and fair conditions for their members, and heartily wish them success in their struggle with the *Times*.

Resolved, That we are under obligations to the local labor organizations of Los Angeles for participating in our parade.

Resolved, That we extend to the Knights of Pythias, of Los Angeles, our sincere thanks for their hospitality while in their city.

Resolved, That we recognize the necessity for automatic couplers and brakes, and that no coupler should be recommended that cannot be operated without going between the cars.

Resolved, That we heartily endorse the plan of federation adopted by the Supreme Council, and that we discountenance all forms of system federation.

Resolved, That we greatly appreciate the noble work of Hon. L. S. Coffin, in securing favorable legislation for the railroad men of Iowa, and in making a gallant fight for the Congressional measure for safety equipment.

Resolved, That we heartily endorse the action of the Seventh Annual Convention in recognizing our Editor and Manager of the JOURNAL AS a grand officer.

Resolved, That we heartily endorse the actions of the Seventh Annual Convention in re-electing Bro. T. T. Slattery as Second Vice Grand Master, Bro. G. W. Newman as Third Vice Grand Master, and R. S. Bodman as a member of the Board of Grand Trustees.

Resolved, That Mrs. Anna Hendricks Warner, who presented this organization with the American flag, has thus placed us under lasting obligation for this tribute to organized labor, and that this resolution be engrossed on silk and presented to her.

ADD HARDY, No. 269, Chairman,
CHAS. ALEXANDER, No. 295, Secretary,
J. F. TOBIN, NO. 106,
H. J. ENGLESON, NO. 177.

THE November number of the JOURNAL has been delayed awaiting the arrival of Convention news.

WHEN the convention came to the subject of elections Bro. T. T. Slattery was re-elected Second Vice Grand Master and Bro. Geo. W. Newman was elected Third Vice in place of Bro. Terrell. Bro. Bodman, of No. 74, was elected to the board of Grand Trustees in place of Bro. Bogert, resigned. Bros. Sheahan and Morrissey were retained as the chief executive's associates in the Supreme Council. The position of editor and manager was declared a Grand Lodge office.

THE new printing plant which the Convention instructed the editor of the JOURNAL to purchase will be a first-class one, and our readers may expect a magazine that will be a model of typographical beauty. But please remember that it can't go into immediate operation. If the January number is printed under the new conditions it is necessary to have the new plant in perfect operation December 1st. This seems impossible as we have just returned from Los Angeles, and this is the sixth day of November. Beside the great amount of other work demanding immediate attention, the plant is yet to be selected and purchased, shipped and set up and tested. When you remember that it includes four presses, a folder and two-motor powers, you will surely be patient and not expect anything to be done by magic.

ONE of the pleasantest incidents of the convention was the presentation of the American flag to the Brotherhood by Mrs. Anna Hendricks Warner. Mrs. Warner's grandfather was a patriot of the American revolution, and possessed the sturdy spirit of independence characteristic of those times. When dying he declared that the only monument he desired was the purchase of a flag to be presented in after years to some labor organization noted for its sterling worth and independence. While looking down from a window at the parade on the opening day of the convention Mrs. Warner concluded that it was the finest representative body of young men she had yet encountered, and accordingly awarded them the flag. It was presented to Grand Master Wilkinson to become the property of the Brotherhood.

There is something decidedly complimentary in the fact that after being held in trust so many years awaiting a suitable destiny, this flag was, in a country filled with labor organizations, presented to the Brotherhood of Railroad Trainmen.

An English Locomotive for Local Work.

The accompanying illustration, from the London *Railway Press*, shows the latest locomotive for the Metropolitan District (underground) Railway in London. It is of the same general type as all the engines in use on that road, but includes the latest improvements made. The original type was designed for the underground service by Sir John Fowler, and the engine illustrated was built by Beyer, Peacock & Co., in Manchester.

The engine, it will be seen, is of the eight-wheel type, with four drivers coupled and a four-wheel truck, water being carried in two wing tanks, and coal in a bunker at the back of the foot-board. The boiler of this engine is 48 in. in diameter of barrel, and has 164 tubes 2 in. in diameter and 10 ft. 6 3-8 in. in length. There are two tanks, each 15 ft. 6 in. in length and 3 ft. 6 in. in height, with a total capacity of 1,200 gals. of water. The coal bunker when full will hold about 3,000 lbs. of coal. The total heating surface is: Fire box, 90 sq. ft.; tubes, 903 sq. ft.; total, 993 sq. ft. The grate area is 15.7 sq. ft.

The cylinders are 17 in. in diameter and 24 in. stroke, and are placed outside, with the steam-chests inside in the smoke-box. The steam-ports are 13 $\frac{1}{2}$ by 1 3-8 in. and the exhaust-ports 13 $\frac{1}{2}$ by 2 $\frac{1}{4}$ in. The valves have 7-8 in. lap and the eccentrics 2 $\frac{3}{4}$ in. throw, the valve motion being the ordinary link.

The driving-wheels are 69 $\frac{1}{2}$ in. in diameter. The truck-wheels are 36 in. in diameter. The total wheel-base of the engine is 20 ft. 9 in. The total weight of the engine in working order is 104,200 lbs., of which 79,900 lbs. are carried upon the driving-wheels. While running in the open air, the exhaust steam passes through the smoke-stack in the ordinary way, but running in

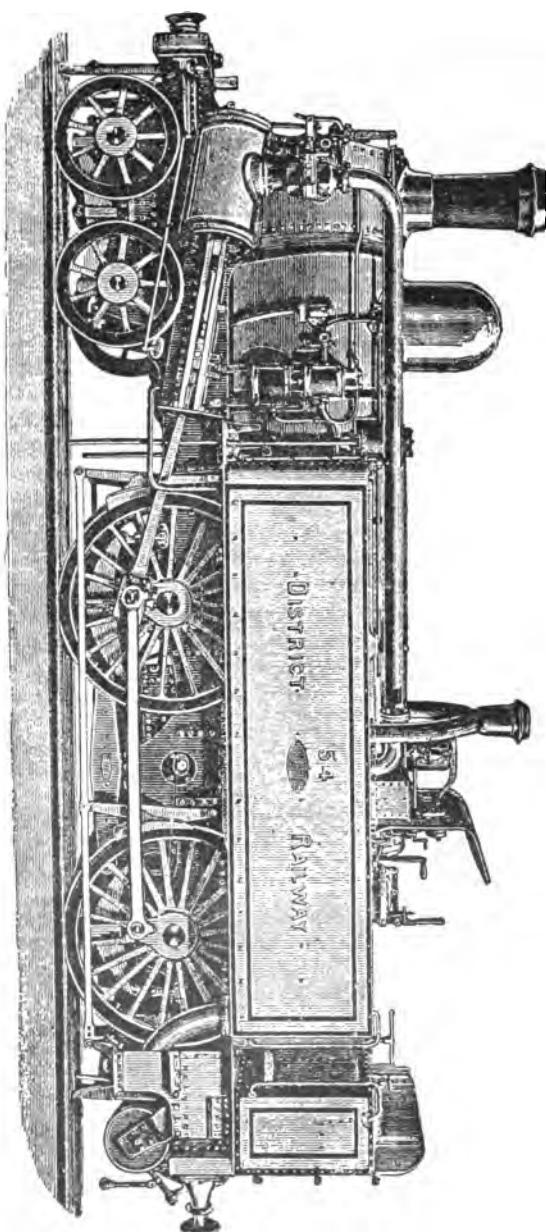
tunnels it is carried back into the tank by the pipe extending backward from the steam-chest, as shown in the engraving.

The engines illustrated are employed on what is known as the "Inner Circle" line. This is 13 miles in length, and in running it 27 stops at stations are required, in addition to which there are generally two or three required by signals. The maximum grade is 1 in 40; there is also another grade 1 in 45, besides several others varying between 1 in 62 and 1 in 75. The usual train is nine cars, weighing from 75 to 87 tons empty. Almost the entire line consists of curves, the tangents being very short.

For the half year ending December 31st last, the average number of miles run per engine was 15,762, or 2,627 miles per month. They are generally kept steadily at work throughout the day, being in the engine-house one day out of seven. The average coal consumption for the six months mentioned was about 30 lbs per mile. It may be mentioned that the average time of trains in making the run of 13 miles is 68 minutes, or a little over 11 $\frac{1}{2}$ miles an hour, including stops. The engines are fitted with the Westinghouse air-brake, including driver brakes, the air-pump being placed forward of the tank, as shown.—*Railroad Journal*.

THE question of holding biennial conventions was thoroughly discussed, and it was decided to leave it to a vote of the subordinate lodges to be taken before March 1, 1891.

ONE of the most important things done by the Convention was that of authorizing the purchase of a printing plant for the JOURNAL. On account of the time necessary to select it and put the establishment in operation it is doubtful whether it can be in good working order before the first of the year.



LOCOMOTIVE ON LONDON UNDERGROUND RAILWAY.—[See Page 654.]

Humor.

"A little nonsense now and then
Is relished by the wisest men."

A Perennial Joke.

"I've bought a bonnet, papa, dear;
My beau declares 'tis trimmed with skill;
I have no funds, and I've come here
To see if you will foot the bill."
"Your beau! and what may be his name?"
The father roughly questioned her?
She hung her head, with cheeks afame,
She softly answered, "William, sir."
His eyes shone with a dangerous light;
"Hum! So he says 'tis trimmed with skill?
Well, bring him to the house to-night,
And I will gladly foot your Bill."

—*Boston Courier.*

A NEWSPAPER correspondent refers to an English nobleman as possessing "one of the proudest titles ever purchased."

"BEAUTIFUL!" said the drummer. "Sixty birds in two hours, and only missed two shots." A quiet gentleman sitting in a corner of the hotel office put down his paper, rushed across the room and grasped him warmly by the hand. "Allow me to congratulate you, sir," he said: "I am a professional myself." "Professional sportsman?" "No; professional liar." —*Exchange.*

* GREAT Magazine Editor—We are very short of matter. All the great generals, notorious politicians, famous lawyers, popular actresses, eminent physicians and prominent scientists seem to be too busy to write for us just now.

Assistant (meditatively)—Perhaps we might get some articles from literary men.

Great Editor—Good idea! I'll make a tour of the poor houses to-morrow.—*Life.*

THIS is the way Bob Burdette carols about the printer's towel:

When I think of the towel, the old-fashioned towel, that used to hang up by the printing house door, I think that nobody in these days of shoddy can hammer out iron to wear as it wore. The tramp who abused it, the devil who used it, the comp. who got at it when these two were gone, the make-up and foreman,

the editor, poor man, each rubbed some grime off while they put a heap on. In, over, and under, 'twas blacker than thunder, 'twas harder than poverty, rougher than sin; from roller suspended, it never was bended, and it flapped on the wall like a banner of tin. It grew thicker and rougher, and harder and tougher and daily put on a more inkier hue, until one windy morning, without any warning, it fell to the floor and was broken in two.

WAS GLAD SHE TOLD HIM.—"William," said Mrs. Bixby, from the head of the stairs to her husband, who had come home at an early hour in the morning, "there is some angel cake in the pantry; a new kind that I made to-day. I put it where you can easily get it." "All right, dear," responded Mr. Bixby. "How considerate of you. I might have eaten some of it without thinking." And the grateful husband made a lunch on cold corned beef.—*Boston Herald.*

They Believed.

Deciding a contested point between two disputants isn't always the wise thing to do. A Chicago paper tells the following story about an interesting debate and what came of it:

"The two men who had been sitting together in the seat near the door of the car became engaged in an animated controversy, and their loud voices attracted the attention of all the other passengers. Suddenly one of them rose up and said:

"Ladies and gentlemen, I appeal to you to decide a disputed point. My friend here insists that not more than three persons out of five believe they have souls. I take a more cheerful view of humanity than that. Will all of you who believe you have souls raise your right hands?"

Every right hand in the car went up.

"Thank you," he said with a smile. "Keep them up just a moment. Now will all of you who believe in a hereafter please raise your left hand also."

Every left hand in the car went up.

"Thank you again," he said. "Now, while all of you have your hands raised," he continued, drawing a pair of revolvers and leveling them, "my friend here will go down the aisle and relieve you of whatever valuables you may happen to have. Lively now, Jim."

Woman's Department.

ELLA WHEELER WILCOX is charged with wearing a circlet of jewels on her thumb.

THE oldest pensioner in the U. S. is Mrs. A. Hyde, a widow of a veteran of the war of 1812.

THE Countess Tolstoi is said to be one of the most beautiful and accomplished women of Russia.

OUIDA, the authoress, is credited with earning more money than any other woman living in the 19th century.

A WEALTHY Hindoo lady, Mrs. Ghoeal, has established a woman's magazine published in the Bengal language.

MISS E. M. MERRICK, the artist, traveled all the way from London to Cairo last year to paint a picture of the Khedive.

MISS HARRIETT BENSON is said to be the wealthiest woman in Philadelphia. Her fortune is estimated at two million dollars.

THE government pays a pension of \$750 to Ida Lewis, the keeper of Lime Rock Light-house, who has saved a number of lives during her residence there.

MRS. WM. G. CHOATE, of New York, is said to be the originator of the institution known as the Woman's Exchange. She established the first one twelve years ago. It sold, the first year, \$2,000 worth of the handiwork of women.

ELIZABETH PRENTISS offers this good advice:

If you could once make up your mind never to undertake more work of a sort than you can carry on calmly, quietly, without hurry or flurry, and the instant you feel yourself growing nervous would stop and take breath, you would find this simple, common sense rule doing for you what no prayers or tears could ever accomplish.

The Best Books for Girls to Read.

[Written for the JOURNAL.]

In choosing the best book for a girl to read, several things are to be borne in mind. It should be within her comprehension, and not sensational. The style should be entertaining, and the language the purest English.

The standard for morality should be high for men and women, boys and girls. Nothing loose or immoral should be upheld by the author, whether he is expressing his own opinion or that of one of his characters. No matter how carefully one may be trained in morality, if in our reading we find the principal characters doing the things that we have been taught are wrong, and that their associates and the author do not consider their actions improper, and especially when none of the evil results are shown, we may be led to think such things are not as bad as we had considered them.

A good book should learn to teach that labor is honorable, and is the only road to success. A good illustration of this is to be found in J. S. C. Abbott's "Life of Peter the Great," where he tells how the Czar went into the ship yards as a common laborer to learn ship-building so he might teach his people how to build better ships.

Especially should it teach that all of the work necessary to make the home comfortable and pleasant, is respectable; that it is a part of a girl's education to be able to do all kinds of housework, as it will often be more necessary to her comfort and the comfort of those around her than being accomplished in the fine arts.

A woman who does all of her work may be as much of a lady as she who does none. In Miss Alcott's "Little Women," we meet girls that know how to work and are not ashamed to work. Meg was no less a lady because she was cook, washerwoman, and maid-of-all-work. Here, too, we find that even girls should have a work to do in this world, and should depend upon their own effort rather than upon good fortune or the generosity of others. Another

illustration of this is seen in Polly, as she leaves a pleasant home to do for herself. In fact, Miss Alcott's books are full of good ideas for girls.

It is not necessary that each page of the book should contain a lecture upon the virtues and vices of mankind. It is better that it should not, for girls, as a class, do not like lectures and will avoid a book that contains them. But the characters should possess the qualities necessary to make good men and good women, and in their every day life should be examples worthy the imitation of every young person.

Perhaps more attention is given to the class of books a girl reads than to the class of newspapers and magazines she reads. Many of these stories are trashy, sensational, loose in morals, and represent work as degrading; that a life of ease is better than one of independence and usefulness. They are altogether harmful and should be kept from young people the same as bad books.

L. A. W.

Moving Forward.

[Written for the JOURNAL.]

Once more in the perpetual calendar of the years the hand of Time has drawn to our view the month of October—that fickle month which greets us with warm kisses from balmy winds only to chill us with icy hands and freezing smiles when the first pleasant meeting is past. With the first days of October we begin to realize that autumn is truly come, and remembering the verdant freshness of the spring-time, wonder that so great a change could be so insensibly effected. Now the woodland is a mass of gems—amethysts, rubies, garnets and topazes with here and there an emerald—all set in a mass of gold.

It is the month of change in all things, in the Brotherhood as well as elsewhere, for in this month the Convention assembles at Los Angeles, and we have learned to know that each Convention marks changes and progressions in the order. All great changes are wrought so gradually that it is

only by comparing the present with what is past that we are able to realize their magnitude. For example, compare the Convention of 1890 with the few who assembled at Oneonta and mark the growth of the Brotherhood.

In all the work accomplished at St. Paul last year one of the greatest strides in progress was marked by the creation of the office of editor and manager of the JOURNAL, distinct from any other office. It is, to a great extent, through the official organ of any federation that the public will judge of its power, rank and intelligence; hence it is of the greatest importance that he who has the responsibility of conducting that organ should not be hampered by the duties of any other office. It is hard to understand how any one in the ranks of the Brotherhood could question the wisdom of the step taken at St. Paul; or object to the choice of editor made at that time, yet from some of the letters which have appeared in the JOURNAL, it would seem that there are those who, from disappointed ambition, wounded vanity, or some fancied personal grievance, would deny the just need of praise to the deserving.

I have been greatly interested in the progress of the JOURNAL, and for the purpose of better marking its advancement, I will ask you to compare with me the issues for the months of October, 1889 and 1890. The first page as we open the JOURNAL of 1890 shows one of the most valuable of the improvements—the institution of illustrated sketches of the leaders of various labor organizations.

This great battle between labor and capital cannot be fought in any one field or by any one company, and the more thoroughly the rank and file become familiar with the various leaders and the special causes which they champion, the more will they feel that one great cause is at the root of all, and the bond of union will be strengthened.

Next we note that in the space which a year ago the overburdened editor was

forced to fill with selected clippings, we are given an interesting article on the philosophy of strikes, which is but one of a number of articles which have appeared in this space, and which in the discussion of federation and labor principles generally, have been in themselves an education in these matters.

The page of "Humor" is something which we do not find in the JOURNAL of a year ago, but as a railway man unfailingly appreciates a good joke, we conclude that it is an acceptable addition.

In the Woman's Department we find again that the hand of the engraver has been at work embellishing it with cuts of prominent and pretty women; but we would not have you think this the greatest improvement. Whoever will compare the twenty-eight short letters and six poems, together with a page and a half of editorials which occupy ten pages in the October number of 1889 with the five articles of the last issue, will surely decide that what has been lost in quantity has been gained in quality. In such a mass of short letters one becomes bewildered and weary with searching for that which is really readable, while with the present plan one can see at a glance what an article is and decide if it is of interest.

With the change in name from Ladies' to Woman's Department all unwomanly slang, coarse and obscure jokes and vulgar familiarity have disappeared and it is now a place in which a refined woman need not hesitate to see her name printed.

By-the-way, there is something peculiar in the fact that while a man, bold with the force of his convictions, usually signs his name in full and with a flourish, a woman modestly seeks retirement under a nom-de-plume. However, the thing of importance in a journal of this class is that there be convictions, and no one can doubt that the present editor is strong in his own, after reading the ten pages of editorial matter in the last JOURNAL. This compares very favorably, indeed, with the three pages of the editorial department of a year ago.

After all, the real life of a publication is the life which the editor puts into it. Unless he be able to discuss a subject fearlessly and freely, and from his own standpoint instead of being crippled by the desire to toady to popularity, his work will be "flat, stale and unprofitable." The new life which has been infused into the veins of the JOURNAL has shown itself in many ways, and not the least of which has been in raising the standard of correspondence from a literary point of view. Where formerly a letter was carelessly written and considered "as good as the rest," it is now thought necessary to have a degree of care, while they who enter the "Forum" find they need all the power of rhetoric and eloquence to carry conviction to the minds of their opponents.

Mrs. LUCILLE OSMOND.

Fireside Fancies.

Our Monthly Budget of Home Talk from "Sister I.A."—A Word to Brides.—Pictures and their Influences.—Something about Selecting Them.

[Written for the JOURNAL.]

Let the first year of your married life be devoted to making the acquaintance of your husband.

That seems a strange thing to say, doesn't it? You rather resent the implication that you have married a stranger. "Why," you say, "I have known him for years," and you flatter yourself that you alone perfectly understand his character and habits. But just for a moment consider if there have not been little traits and habits of your own which you thought best to conceal from him, and may he not have thought it his duty also to hide his imperfections?

For it is a duty. You were perfectly right in trying always to appear at your best in his presence. Our friends see each day so much that is unlovely in human nature that it is our duty to conceal our faults as much as possible. What is hidden away and forgotten soon perishes and we are so much the better for it.

The trials of married life do not so much arise from faults previously concealed as

from the fact that they were not concealed long enough. It is a strange thing that two people whose hearts have been drawn together—who have chosen each other as dearest and best in all the world, should so soon grow careless in speech and thoughtless in action. One would think that if it were worth while to win the respect and love of a man by gracious, kindly, yet dignified ways, it would be doubly profitable to strive to hold him in the same manner since he has been chosen for a life-long companion, and that it would still be deemed best to keep hidden and drugged the serpents of temper and selfishness which have hitherto been concealed.

And so I wish to warn you that the worst stumbling blocks in the matrimonial pathway are those thrown down by the hand of unwarrantable freedom. Freedom of speech, which allows the utterance of sharp retorts and angry words. Freedom of manners which cheapens and degrades the pure expression of Love. Kisses and caresses, which are reserved as rewards for kindly thoughts and loving help will be called for often enough and will be much more highly prized than when profusely bestowed.

It is wonderful that to a weak woman should be given the power to so affect the life of some strong man that the stern eyes will grow tender, the loud voice soften, and the manly tread grow lighter whenever he enters her presence; but it is this power which enables her to stand by his side and as his equal, and share the responsibilities of life. Moreover, this power is given us to use, if only we use it rightly; and she who neglects to use it is as guilty of wrong doing as she who seeks to abuse it and will suffer the same punishment—its loss.

The woman, who for years has been content to live by her husband's side, taking no part in his life-work, no interest in his business, save that it brings her the comforts of life, will find that when at last she would give much to influence him in some particular, her power is gone—wasted away from disuse.

So I advise you to make your husband's acquaintance that you may know when and to what purpose to exercise your power over him. It lies with you to decide whether or not your home shall be filled with the atmosphere of peace and content; whether anger and strife are not too much to pay as the price of a woman's will; and whether wounded pride is not sooner healed by a loving kiss of forgiveness than by days of pouting.

One may have her floors covered with the choicest tapestries, her rooms filled with furniture of most luxurious fashion, cabinets laden with rarest bric-a-brac and mantels of most elaborate designs, but if the pictures be not in keeping, or be few in number, or cheap in quality, the want is at once felt and the whole effect is spoiled.

In choosing pictures—and perhaps you cannot afford to indulge in this pleasure very often—there are several things to bear in mind. It is best if you have not many pictures, to feel the want of some particular style before choosing; but if you do not wait for this, study your own taste thoroughly, remembering that there are many pictures which at first glance are very captivating—the subjects are striking and the coloring bright, and though, on the whole, all is harmonious they would soon tire you, for what is most pleasing in a large gallery is seldom just the thing for a quiet little cottage.

There are pictures which give one a feeling of rest and quietude in gazing into them, there are those which insensibly cheer one who is lonely and sad, and there are those which will raise your mind above all sordid cares into a better and purer atmosphere.

So if you are a person of moods try to have at least one picture for each mood, either as an antidote or an incentive.

For myself, I must confess two moods—and tenses—and there are times when a painting of a little shady forest nook beside a quietly flowing stream will go farther toward resting a tired head and

throbbing nerves than the best of sedatives. It brings back some of the happy days of childhood and I am again a little girl sitting in this cool retreat on a warm, sleepy, summer afternoon, while my brother is around the bend patiently watching the delusive motions of the "bobber" and waiting for the bite that never came.

Sometimes there are mornings when household tasks will monopolize thoughts as well as hands, so that when at last the time for rest comes you have a feeling that this world contains only one house and that is filled with cooking utensils. At such a time just seat yourself before a lovely marine view and in a moment you feel the world grow larger and grander and full of sublime thoughts and deeds. The disagreeable things will have migrated to some far country across the sea, and the distance will have lent them such picturesque lights and colorings that they will trouble you no more.

A few good portraits of dear friends or even an ideal head will give one who is much alone a feeling of companionship that is most agreeable; but do not have too many faces in a room, or a nervous person will feel surrounded by ghosts.

Of course, oil paintings are the most desirable things to have, but as good paintings are financially beyond the reach of many, (and poor ones are abominable) we must turn our attention to more inexpensive engravings and etchings. A good photograph, even, is preferable to many of the crude daubs which are sold as oil paintings, since it has all the fine lights and shades and the fidelity to nature which makes an engraving valuable in our eyes with, usually, the added value of cherished associations.

One's choice, however, depends greatly upon the amount of space which can be given to a picture and the apartment in which it is to be placed; since a small picture should not hang alone in a large space nor a large one be placed where it will seem crowded.

For a bed-room simple etchings and photographs are quite suitable as are also

flower pieces and small landscapes. For the room of an invalid, a horse or a landscape which has an effect of great distance. It will be a welcome relief to the brain wearied with counting the flowers in the wall paper or the patterns in the carpet, to watch the winding of a stream that loses itself in the distance or note the deepening blue upon the distant hills.

In your dining-room collect such pictures as will give a feeling of comfort and good-cheer; pretty figure pieces, bright autumn scenes, perhaps a flower piece, and, if possible, a fruit piece in oil. But, I beg of you, never hang one of those chromomnemonstrosities composed of a conglomeration of aquarium, dead birds and impossible fruit and labelled "dining piece," upon the wall of this or any other room in your house.

Let pictures be chosen for their artistic merit and for the elevating, refining influence which they will exert over the inmates of a house.

SISTER LU.

American Girls Abroad.

Henry James' witty sketch of Daisy Miller, while it offended some few Americans who did not understand it, has helped innumerable other Americans, who learned through his delicate satire more than they would through a volume of well-intentioned maxims. So there are few, if any, sinners who commit the gross error of too great familiarity with a courier, or who walk to the Coliseum by moonlight attended only by a gentleman. The sins which American girls commit in European eyes are the sins against the public manners, like loud talking and laughing in the hotel parlors, in the salle a manger of a watering place, in the Casino at Monte Carlo, in their attitude and manner at a cafe in Paris and so on. In the matter of dress the American girl rises to the situation at once. She is very rarely, if ever, badly dressed. Given such an amount of prettiness as she has, such quickness of eye and so long a purse, Paris dresses her a ravir, and she wears her clothes like a queen, or as queens but sel-

dom do. It is astonishing, when one sees such taste in one direction, that one can see such limitations of taste in the matter of manners; but it is quite evident that some young American girls think, if the outside of the cup and platter is clean, it is no matter about the inside. They neglect their speech, which is a matter of vital importance. For wherever we live, whether in Yorkshire or Rome, Pekin or Paris, there are such things as a cultivated and agreeable voice, a correct pronunciation and a pretty accent. No one is so dependent upon this charm as a woman. It has made many a plain woman attractive—this gift of speech. And the Venus of Milo would become a fright if she could open that glorious mouth of hers, and if from it should issue an uncultivated voice, saying "hort" for "heart," "mormor" for "mamma," or, defiling her classic features for the moment, she should give an unmusical cackle and launch into slang. It will not help the American girl to say "she don't care." She does care. There is a native born American aristocracy, to which all should aspire to belong. The original and beautiful American women have a vivacity and wit which the older civilizations have lost. She should never lose her originality. But she should study to be low-voiced, sweet-voiced, calm, quiet and thoroughbred.—Mrs. John Sherwood, in North American Review.

A Sensible and Fearless Position.

If the whole people of the United States would take the noble-minded position of Editor Bok, of the *Ladies' Home Journal*, there would be fewer suicides among an unfortunate class of young women who deserve more pity than abuse. He says:

How often we hear of society shutting its doors to some woman who has made a single mis-step in her life! By a combination of circumstances for which perhaps she was not altogether responsible, by an erroneous interpretation of that love implanted in the heart of every woman by her Creator, many a woman has, in an unlucky moment, diverged just a step from the road of

womanly perfection. At once, she is ostracized from homes where formerly she was a favored visitor. "Society must be protected," is the cry; and to that woman every opportunity, every channel possible for reclamation is cut off. She is cast adrift, often by family as well as by society on the mercies of an uncharitable world. "Too bad, but we cannot afford to recognize her any longer, you know." Rings in that poor girl's ears as she wanders forth,—a social exile.

I yield to no one in advocacy of a pure and elevating society. Where a people are lax in their social laws every protection to the sanctity of the home is removed, and all domestic calamities are possible. But when the purity of my home is to be attained by refusing to allow an erring and needy woman to cross its threshold because of a single mistake; when by an act of mine the future life and hopes of one of that sex, of which my mother is a member, must be sacrificed, then, my friends, shall I refuse to be a recognized member of American society. I believe in upholding every social law, in observing every social protection, but not at the expense of a woman who needs only a kind word and a helping hand to raise her once more to the level of the members of my household.

Woman's Jewels.

THERE are so many jewels that may be worn day and night; so many gems that are always and only your own, that you need not grieve for those that show their brightness only by day. There is the jewel of Consideration, that you may wear just over your heart; there is the moonstone of Hope, that may glitter over your brow, filling your eyes with brightness; there is that brilliant stone of Sympathy, the emerald that makes you put out your right hand for help; and there is the beautiful one of loving Kindness, that makes the left hand help the right. But, above all, overshadowing all, pinning down your tresses is the diamond of true Love—love which endureth all, suffereth all, hopeth all. Are not these better than jewels dug out of the earth? For, indeed, these jewels come from the heaven above.—*Ladies' Home Journal*.

THE *Legal News*, of Chicago, is edited by Mrs. Myra Bradwell.

**THE RAILROAD
Trainmen's Journal.**

Published Monthly at Galesburg, Illinois.

SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

NOVEMBER, 1890.

PROBABLY we should apologize for drawing so heavily on former editorial work in making the November number of the JOURNAL. It is necessary for the editor to lose nearly a month on account of the convention and to produce the usual number of pages of original matter is impossible. But after all, what does it matter? The articles are original and our present readers have not read them. They are just as much in order as though written recently.

THE recent visit of Comte de Paris to the United States recalls the fact that this republic owes a great deal to the French people. The noble patriotism of Lafayette was by no means the only thing for which our forefathers were indebted to the French nation. Most valuable assistance was given them by the French government in answer to the persuasive powers of Franklin. The Comte de Paris was the last Frenchman to render valuable service to the American people, and the distinguished consideration with which he was treated while in this country shows that the citizens of this republic appreciate nobility of character whether it is exhibited by a peasant or an uncrowned king.

It is a cause for keen regret that the laboring people do not take more interest in their own affairs. Even those who join the Brotherhood frequently lose interest in labor movements and simply belong as a matter of course and take it for granted that whoever pays his dues has done his duty. But he has not. Money alone

cannot make a good labor organization any more than money can make a nation. If a country's defenders were acting for money it would be a sorry defense. It takes patriotism to make a Brotherhood as well as a nation and no great degree of success can be obtained without it. Every toiler should belong to some labor organization, because it extends an influence that elevates the condition of the workmen. It is not enough, either, to be in good standing. Every member should help to agitate and to educate.

IT SEEMS from recent developments that the fight between the Knights of Labor and the New York Central Railway is not yet finished, but that it has settled down to a protracted seige. The company, it is said, proposes to dismiss all Knights of Labor, and the Knights propose to retaliate by boycotting the company as far as possible and inducing other people to do so. Mr. Powderly declares that the Knights will advise their friends, among whom are a large number of business men, that there are better roads to ship goods on and travel over than the New York Central. It may appear at first thought that such a mode of warfare would not be very effective and could not do the company any serious damage; but experience has shown that such a conclusion is very erroneous. Whatever may be the outcome of this particular contest, it is not to be doubted that many a fight has been won by the boycott in the past and that it is one of the most powerful weapons in the hands of the laboring people. Something about the boycott will be of special interest at this particular time, and we publish in another column an article captioned, "The Boycott as a Weapon." It has been printed before, but it is our own production, and is as timely now as it was two years ago.

CONGRESS consists of a body of men whom one would naturally suppose possess some degree of sense and dignity. It would seem, however, that the supposition is erroneous if their daily conduct is the

basis of judgment. Not long since two statesmen, hailing respectively from Washington and New Jersey, engaged in an argument. Mr. Wilson informed Mr. Beckwith that he was a liar. Mr. Beckwith returned the compliment by replying that Mr. Wilson was a liar, too, and threw in the information that he was likewise a loafer. This was probably more truth than the gentleman from Washington was prepared to hear at one sitting, and in the absence of a better retort, he arose and planted his fist on the nearest portion of the New Jersey man's anatomy. Before Mr. Beckwith could answer this argument with similar logic, other statesmen interfered and the valiant gentlemen were separated. It was supposed that this would be followed by a formal meeting, of course, but while the House was in a quiver of excitement, it was discovered that the recent belligerents were engaged in friendly conversation. The little unpleasantness had been amicably adjusted and each of the great statesmen had come to the conclusion that his honor was satisfied.

Fifty years ago such an affair in Congress would have resulted in the ultimate purchase of two coffins, and special elections would have been necessary in Washington and New Jersey. Some people will meanly conclude that there is a lamentable lack of courage in the make up of the present Congress. It is more probable, however, that on sober second thought, the participants in this little diversion concluded that whatever might be the reputation of the other for veracity, he stated the simple truth on this occasion.

THE several national conventions of labor organizations that have been held this fall are noteworthy affairs and mark in a striking degree the progress of the people. Twenty or thirty years ago the spectacle of several hundred laboring men meeting and proceeding in a business like manner to dispose of the most complicated questions is something that would have astonished the world. There is no way in which one

may be so thoroughly impressed with the fact that intellectual power does not belong to the wealthy class alone, as to attend one of these conventions. Addresses and arguments are often heard there that would do credit to the halls of Congress. Every careful observer who has attended such a gathering must have noticed the vigorous words that possess a sturdy eloquence and all absence of studied effort that makes many a so-called orator awkward and ridiculous.

It is a popular error to suppose that the laboring people are at the mercy of capitalists from an intellectual point of view. Wealth generally tends toward idleness, or at least, conditions which exempt from manual labor, and this in turn has its effect upon the brain power. On the other hand the man who must exist by daily labor possesses the sound physique that is the natural result of open air and vigorous exercise. He may not possess the mental training of the capitalist, but his clearer brain balances the difference. Nor must it be supposed that the laborer of to-day is without education. Education is simply that qualification that enables a man to get along in the world—to comprehend and make the most of his surroundings. A man may complete a college course and still be uneducated. Hundreds of men have graduated from the great universities and still are ignorant of anything really worth knowing. They may be well acquainted with the dead languages, but they are struggling feebly for subsistence while thousands of laborers with only the training of district schools are winning their way to distinction. Common sense is the basis of all mental power, and that the laborer of to-day possesses it in a degree to make him the intellectual equal of the man who has been fortunate enough, or selfish enough, to accumulate more wealth will be readily admitted by those who have carefully studied the question.

The Boycott as a Weapon.

That the "boycott" is the most powerful weapon which the laboring people can use

must be plain to those who have thoughtfully considered the matter. This plan of retaliation was adopted and developed by an ingenious people under peculiar circumstances. Ireland had been deprived, it was thought, of the last vestige of liberty and the last opportunity of resistance. It seemed that the laborer was wholly at the mercy of the owners of the estates and that the landlords had nothing to fear from the impoverished people, but the boycott, a term derived from Captain Boycott, who first experienced its operation, which is simply the policy of ignoring the existence of objectionable persons, company or institution, wrought a sudden change in affairs and soon proved that when the people will stand together all the money of the wealthiest corporation or the proudest aristocrat is as worthless as the paper upon which it is stamped.

In that portion of Ireland where the boycott was used with most effect the arrogant landlord, who had formerly considered his money powerful enough to do anything, found to his chagrin that he was without workmen of any kind. Not a man could be found who would till his lands. The weeds sprang up and choked the growing crops. The grain rotted in the field. The splendid garden with its wealth of blossoms, and the trim park with its carpet of green became a tangled wilderness. The hostlers left the barns, the footmen deserted the drawing room and the cooks suddenly disappeared. The purse-proud oppressor found himself helpless and alone. If he wanted to drive out in his stately coach he must become a hostler. If he was hungry he was at liberty to adorn himself with an apron and explore the mysteries of the kitchen. The great bustling mansion that once received gay guests and echoed merry music, became silent and gloomy as a tomb. The owner must have fully realized that the people, although deprived of all political rights, still possessed the sovereign power and could render his money worthless.

When the toilers of Ireland under the restrictions of English legislation can hold such a power, what could not the laboring classes of America accomplish by united action? A strike is one form of a boycott but can be engaged in only by the employes of one individual or corporation. A full and complete boycott means that the people, being convinced of the inexcusable tyranny of a person, or company of persons, resolve to ignore their existence and have nothing to do with them or their property.

The laboring people must learn that the person or corporation which abuses a single workman insults every man who toils; that to allow the robbery of one of our number sullies the honor of the laboring world; that if we want help we must help others; and when we take this fair and dignified position we will receive from the world that respect and consideration to which we are entitled.

Striking Contrasts.

We live in one of the most prosperous nations of the world; in a country richly endowed with natural resources; under a form of government that is supposed to secure to each individual the fullest measure of justice, and with a territory so vast that it would be silly to speak of overpopulation.

Upon every hand is the evidence of prosperity. There are scores of great commercial centers, many of which contain a population, that, fifty years ago would have done credit to a state. There are hundreds of lesser cities where the hum of the factory wheels never ceases and the glare of the forges turns night into day. There are millions of fertile farms, where, with the help of the labor-saving machinery of the present day one man can easily produce food that will sustain fifty.

In such a country we naturally expect to find everybody prosperous. A certain class certainly are. There are multitudes who have more money than they can possibly use. There are thousands that can

squander more money in a day than a laboring man can earn in a year. There are scores whose yearly incomes make the fortunes of royalty seem insignificant; who can buy a line of steamers or a system of railway as a matter of speculation; or, with a little combination, purchase every pound of a given product that the country contains and force the customer to pay the price that the trust is pleased to name.

There are thousands upon thousands who live in idleness and luxury and add nothing to the products of the country. Their life is a continued round of pleasure—a butterfly existence. The winter is whiled away with balls and dinners and amusements; the summer is spent in Europe. They drive horses that cost more money than the farmer's homestead, and dress their coachmen in the latest style.

In the midst of this gaiety is actual suffering and want. In the shadow of the mansion is the hut of poverty. Within the sound of the rich man's revelry the unfortunate toiler feels the pangs of hunger. Even in our western cities can be found phases of poverty-stricken wretchedness that would disgrace the land of the Czar. While Chicago's wealthiest idlers are growing weary of the latest luxuries, many a poor woman is drudging ten hours in a factory for twenty cents. While the children of the rich are filling the parks with merry laughter, the children of the poor are bending wearily over their work in factory garrets.

If, in viewing these things the laborer complains of his lot, he is told to economize. The section man, who, if he loses not a single day will receive just \$312 for his year's work, is expected to support a family on that sum and be contented, while the railroad magnate who receives thousands of dollars interest on watered stock—on a fictitious value that never had a real existence—is supposed to have a perfect right to declare a ten per cent reduction of the section man's pay in order that the gentleman of leisure shall have the customary rate of interest on stock that exists only on paper.

In other words, business having fallen off and the owner of the business being determined to have as much money as in prosperous times, he steals the difference from the toiler.

The advice to economize as a means of escaping poverty comes with poor grace from those who squander without limit. The truth is, enough is produced in this country to make everybody prosperous and contented if honestly divided; but by the creation of monopoly-fostering laws, by the skillful evasion of those that are just, and by a perfect willingness to spend millions of dollars to prevent labor from getting what it earns, the corporate freebooters of the country manage to live in luxury, while the men who produce the wealth are told to make the best of it.

L. W. ROGERS in *The Patriot*.

Travelling Cards For Tickets.

It is an old custom for railroad corporations to extend the courtesy of free transportation over their lines to people who confer some benefit upon the company. The editors who are gracious enough to give the corporation an occasional puff are furnished with passes. Lawyers who favor the company occasionally always ride when they please. Politicians who are supposed to have an opportunity to favor the corporations when special laws are formed always have a pocket full of passes. The ministers, who do nothing to directly benefit the company, are furnished half rates on general principles.

On the same principle that an actor is not expected to pay for witnessing a performance in which he takes part, an employe of a railroad is usually given a pass over the road on which he works. But why should not this favor be general among the companies? If certain classes of professional men can, by conferring small favors upon the company, secure free transportation, why should not the Brotherhoods, which have been of more benefit to the companies than all the professional people of the country, be allowed the same privilege? No one acquainted

with the history of the various Brotherhoods will question for a moment the actual benefits they confer upon the railway corporations of the country. The average railroad man of to-day is a sober, industrious, intelligent, fairly educated citizen who takes pride in his calling and the dignity of labor and it is largely the Brotherhoods that produce this desirable state of affairs.

Intemperance has been the greatest curse of railroad men in the past, for, in such a hazardous calling it led to fatal results, and across this path to ruin the Brotherhoods have erected a barrier by declaring that the man who allows liquor to benumb his brain shall be expelled from the order. If we say nothing at all about the fact that the Brotherhoods have elevated the moral condition, enlarged the mental capacity, and trained to more steady and useful habits all classes of railroad men, it is still evident on the score of intemperance alone they have saved the companies millions of dollars; for any one must see that when men are placed in charge of such costly property the difference between sobriety and intemperance is vast sums of money.

If this is true, why should not the Brotherhoods receive the same recognition for their valuable services to the company that the professional people are receiving. They certainly should. To deny it them is gross injustice. The principal traveling that a railroad man does is when he is searching for employment, and in such a case it is to the interest of the company that has a vacant place to fill that this searcher for work shall lose no time in reaching his destination. As the matter stands at present it is difficult in most places for the railroad man to ride (unless he pays fare) and often causes long and expensive delays, and frequently causes trouble to the men who help him over the road. All this trouble can be avoided and both the company and the men benefitted by simply granting to the Brotherhoods the same privileges that are enjoyed by others for the same favors conferred.

Not even a *Brotherhood* man can secure a traveling card unless he is in good standing and unless he is sick or out of employment, and we do not think that it is putting the case too strongly to take the ground that a *brotherhood* traveling card should be accepted on all roads as a first class ticket. To extend this courtesy to the *Brotherhood* would not increase the railroad expense a single dollar, and even though it did, by bringing employer and employe into closer terms of friendship would prove to be one of the most profitable investments ever made.

The New Auditorium.

Among the recent improvements of which Galesburg may justly feel proud, is the Auditorium opera house, which will be opened this month. The Bailey opera house is a fairly creditable one and is nothing for a city of eighteen thousand inhabitants to be ashamed of; but it does not satisfy Galesburg's critical audiences, and the new theatre, which is to the old what a city is to a village, is a natural result. The new Auditorium is one of the finest in the state and its first class appointments equal those of Chicago's celebrated house of amusement.

But the magnificent building itself is not the whole gain to the theatre going population. Good management is a prime factor of success and without it the finest equipment is of little value. It is, therefore, a cause for congratulation that the management will equal the building. Manager Frank Berquist is not only energetic, wide-awake and progressive, but he has made a life study of the amusement business and is perfectly familiar with every troupe and drama before the public. No man in the country is so well qualified to judge what class of amusements the people of Galesburg want and they can look forward to the enjoyment of some of the finest attractions in the nation. Manager Berquist declares that only first-class companies will be played and he can be relied upon to keep his word.

On the Road.

SEPT. 22 Engineer Chas. Hebart was killed in a wreck near St. Louis, Mo.

SWITCHMAN CHAS. H. GREEN, of the L. & N., was killed at Evansville, Sept. 28.

B. F. RANDOLPH, brakeman St. L. A. & T., was killed at Pittsburg, Texas, Oct. 2.

CONDUCTOR A. McDONALD fell from his train near Kamiahie, Wash., Sept. 30, and was run over and killed.

BRAKEMAN DONOVAN, of the B. & O., had his hip badly fractured while coupling cars at Philadelphia, Pa., Oct. 5.

SWITCHMAN FRANK E. RANDALL was run over at Columbus, Ohio, Oct. 1, and died from his injuries a few days later.

WHILE coupling cars at Iron Mountain, Mich., Oct. 2, W. Olson, brakeman, C. & N. W., was run over and had both legs cut off.

A WRECK, caused by an open switch at Rock Creek, Wyo., Oct. 3, resulted in the serious injury of Engineer Watson and Fireman Carr.

IN a wreck on the B. & O. near Connellsville, Pa., Sept. 21, Engineer James Shields was killed and Fireman Harry Cuppers was badly injured.

ENGINEER CHAS. HARRIS was killed and Fireman Rosenberger badly injured in a wreck on the Louisville Southern, near Van Meter's Station, Oct. 7.

A TRAIN on the L. N. O. & T. ran into a misplaced switch near Vicksburg, Miss., Sept. 17, resulting in the death of Engineer John Welch and Fireman Goldy.

BY the explosion of a locomotive boiler on the E. T. & G., at Sherman Heights, Tenn., Sept. 21, the engineer and fireman were killed and a brakeman badly hurt.

ENGINEER MASE was killed and Fireman Leightner badly injured at Butler, Mont., Oct. 4. A passenger train ran through an open switch and collided with an engine on the side-track.

CONDUCTOR CHAS. LEPPERT and Flagman Wm. H. Duffy were instantly killed in a rear end collision on the N. Y. L. & W., near Middletown, N. Y., Sept. 28. Brakemen Hageman and Miller were also dangerously hurt.

TWO freight trains collided near Mazapilte, Mexico, Sept. 18, killing both engineers, both firemen and three other men and injuring several trainmen. The accident was due to the failure of an operator to give orders to one of the trains.

FIREMAN J. W. HOUGH was killed in a wreck on the B. & O. Sept. 27.

FLAGMAN HARRY DOUGHERTY was run over and killed at Greensburg, Pa., Sept. 28.

SWITCHMAN FRANK L. BURGAN, of the Vandalia, was killed at Terre Haute, Sept. 19.

ENGINEER DAN PHELAN was instantly killed in a wreck on the U. P. near Black Buttes, Sept. 15th.

CONDUCTOR HOBSON was seriously injured in a wreck on the Warren branch of the Iron Mountain, Sept. 17.

ENGINEER KAISER was seriously injured in a wreck near Caldwell on the Oregon Short Line, Sept. 23.

BRAKEMAN E. L. BARKER, of the Diagnostic was run over and killed while switching at Farley, Iowa, Sept. 25.

BRAKEMAN ALEX STEWART was instantly killed in a wreck on the J. M. & I. near Columbus, Ind., Sept. 18th.

BRAKEMAN W. B. ROBERTS, of the T. & P., had his left foot cut off while switching at Paris, Texas, Sept. 27.

ENGINEER J. W. ASHMEAD was instantly killed in a rear end collision at Forsyth Junction on the Wabash Western, Sept. 22.

ENGINEER JOHN WHEELER and Baggage-man Ed. Murdock were seriously injured in a collision on the B. & O. near Barnesville, Sept. 28.

WM. NORRIS, of the St. Louis & San Francisco was seriously and probably fatally injured while coupling cars at Springfield, Mo., Sept. 15th.

THE boiler of switch engine No. 95, of the St. L. K. C. & C., exploded in East St. Louis Sept. 13. Engineer Barrett and Fireman Bougheney were killed.

ENGINEER JOHN WHITE, Fireman Jas. Templin and Conductor Harry Logan, all of Pottsville, Pa., were killed in a wreck on the Reading Sept. 19th, in which nearly 40 persons lost their lives.

A FREIGHT train on the Pittsburg Western Railroad left the rails near Clarion, Pa., Sept. 28. Brakeman S. H. Reckem-gost and Fireman Elder were killed. Engineer Frank Wood was fatally injured.

A TERRIFIC collision occurred near Janesville, Ohio, Sept. 27. Engineer John Buckingham, Fireman Wm. Firestone, Brakeman B. Smith, Brakeman S. McCreary were all killed. Engineer John Kent was fatally injured and Firemen H. Wilson had an arm broken.

J. C. HOLLOWAY, brakeman C. L. & W., was killed at Medina, O., Sept. 23d.

R. E. ROY, conductor Rutland Road, was killed at Belden's Falls, Vt., Sept. 17th.

JAMES W. KEITH, yardmaster L. S. & M. S., was run over and killed at Detroit, Mich., Sept. 16th.

WALTER SWARTZ, brakeman D. L. & W., was run over and killed near Nicholson, Pa., Sept. 24th.

FRANK HITZNER, brakeman N. Y. & L. B., was killed while coupling cars at Long Branch, N. J., Oct. 2d.

JAMES DALTON, brakeman New York Central, was crushed to death near Schodac, N. Y., Sept. 11th.

ON Sept. 18th, while coupling cars at Louisville, Ky., Gus Johnson, brakeman L. & N., was instantly killed.

MATTHEW COUGHLIN, while switching in the C. & M. W. yards at Chicago, was run over and killed Sept. 25th.

A. COMSTOCK, fireman Housatonic Road, fell from the top of a train at Sanford, Conn., Sept. 16th, and was killed.

S. TOMLINSON, brakeman Chicago & Alton, was fatally injured while coupling cars at Lawndale, Ill., Sept. 21st.

ON Sept. 23d John Bogel, brakeman Lebanon Valley, had his skull crushed by an overhead bridge, near Palmyra, Pa.

WHILE coupling cars at Dougherty, I. T., Sept. 16th, F. P. Barnes, brakeman A. T. & S. F., was seriously crushed between the bumpers.

C. P. THURMAN, brakeman L. & N., was struck by an overhead bridge near Goodlettsville, Tenn., Sept. 21st, and severely injured.

MARK BENSON, brakeman B. & O., was thrown from a train by the breaking of a brake chain, near Laughlin, Pa., Sept. 18th, and killed.

ROBERT GILMORE, brakeman Chicago & Erie, fell from his train at Monterey, Ind., Sept. 21st, and received injuries from which he died the next day.

A SERIOUS wreck occurred on the Northern Pacific, near Helena, Mont., Oct. 6th, in which Engineer Frank Mase was killed and Fireman Chislett badly injured.

In a wreck on the Wabash, 8 miles south of Council Bluffs, Sept. 21, Brakeman Rob't T. Williamson was killed and Engineer Mart Eskridge and Fireman Jos. Burke were caught in the wreck and burned to death.

ENGINEER JOHN KNUCKLES was killed near Princeton, Ky., Oct. 12.

ENGINEER JOHN CHILDS was run over and killed near Mitchell, Ind., Oct. 5.

SWITCHMAN W. HARLAN had his hand crushed while coupling cars at Marion, Ia.

ENGINEER JAMES CLARK was killed in a wreck on the K. C. St. J. & C. B., at Pacific Junction, Neb., Oct. 10.

A collision on the Pennsylvania Road, at Menlo Park, N. J., Sept. 20, resulted in the death of David Fox, a conductor.

AN express train on the G. P. Railroad ran into a passenger train at Anneston, Ala., Oct. 5, killing fireman Wm. Bryant.

BAKEMAN W. H. R. RHODES, of Xenia, Ohio, was struck by a passenger train near Sumner, Ill., Oct. 5, and died a few hours later.

GEO. HIRE, switchman B. C. R. & N., caught his foot in a frog at Cedar Rapids, Ia., crushing it so badly that amputation followed.

CONDUCTOR WILL DAY and Fireman McCamberlain were fatally injured in a head-end collision on the Milwaukee road near Lake City, Minn., Oct. 12.

ON Oct. 6, near Celito, Oregon, a wreck caused by sand on the track, resulted in the fatal injury of Fireman Howard. The engineer was also badly hurt.

BARNUM GRANGER, brakeman on the L. & N., was caught between a box car and the end of a log on a flat car and instantly killed, Oct. 10, at South Nashville, Ky.

ON Oct. 12 the boiler of a locomotive on the Chicago & Erie exploded near Huntington, Ind. Engineer Murphy and Fireman Kirby were scalded. Kirby cannot recover.

BAKEMAN JOHN EGGLESTON was probably fatally injured at Beatrice, Neb., Oct. 8. In boarding a train he fell under the wheels, having both arms cut off near the shoulder.

A REMARKABLE accident occurred at Butte, Mont., in the latter part of September. A switch engine and three cars left the rails and ran into a massive smoke stack, which collapsed and buried the engine in the ruins. Engineer Jake Hatter was instantly killed and Fireman Jas. Fitzgerald fatally injured. Resolutions on their death have been sent by Division 47 O. R. C., Division 18 B. L. E., Lodge 151 B. of R. T., Lodge 5 B. of R. C., Division 246 B. L. F.

Railroad Notes.

THE Santa Fe has ordered 58 new locomotives, ten of which are for passenger service.

524 miles of track have been laid in Missouri, Kansas, Arkansas and Texas since Jan. 1.

THE Khojak Tunnel in Afghanistan is said to be the longest in the world. Its length is 12,456 feet.

IT is rumored that the St. Paul & Duluth will soon pass into the control of the Northern Pacific.

THE Grand Trunk has recently received five new Pullman cars lighted by the Pintisch gas system.

THE estimate for the track now laid, and yet to be laid in the United States for the year 1890 is 10,000 miles.

THE Missouri Pacific has handled during the past season over 3,000 cars of melons from the Charleston district.

THE announcement has been made that the M. & N. has become the property of the Chicago, Milwaukee & St. Paul.

GENERAL SUPERINTENDENT SCOTT, of the Gulf, Colorado & Santa Fe, has resigned his position and will go to Europe.

THE Wabash has begun work on the new Wabash hospital. It is to be located in East Moberly and will cost about \$25,000.

THE Big Four is credited with having rebuilt almost every bridge and trestle on the Cairo division and put in new ties throughout.

A CLEVELAND paper says that the Mobile & Ohio has been transferred to the Illinois Central and the two will hereafter be operated as a single system.

IT is said that the sand drifts so constantly on the rails of the Columbia River railway in Oregon that it is almost as annoying as the snow blockades of winter.

IT is rumored that the plan of building large shops for the Union Pacific at Fort Worth, Texas, has been definitely agreed upon and work will begin Dec. 1.

A PENNSYLVANIA official is authority for the statement that seventy-five per cent. of the wrecks of freight trains on that system are the result of overloading cars.

A PARAGRAPH is going the rounds of the press that competent telegraph operators are scarce in railroad service. It seems strange, if this is true, that they are not paid better wages.

PRESIDENT A. A. MCLEOD who succeeded the notorious Corbin on the Philadelphia & Reading receives a salary of \$40,000 per annum. Mr. Dewey, of the New York Central, receives \$50,000 per year.

Rumor says that American railroad men are in great demand in the Australian colonies, and that several of the Australian papers contain notices asking for railroad men from America. It is very probable, however, that it is an exaggeration.

THE railway clerks of Toledo have formed a protective and defensive association.

THE Kanawha and Michigan railway has been sold to the Tennessee & Ohio Central.

THE state of Kansas has more miles of railroad than all the New England states together.

CONDUCTOR CHARLES YOUNG, of the Utah Northern, committed suicide by taking strychnine Sept. 22.

THE New England railroads are said to be following the English plan of doing away with grade crossings.

IT is said that about 1,400 men have been dropped from the pay rolls on the Pennsylvania Southwest system.

THE Pennsylvania is credited with having built some passenger coaches equal to the Pullman Sleeping Cars.

JEROME A. BROWN, a conductor on the Boston and Maine has been sentenced to one year's imprisonment for embezzling tickets.

THE Pennsylvania claims to have a passenger engine that has made the running record of 122,001 miles without being in the shops for repairs.

AN electric railway is to be built between Seattle and Tacoma, Wash., a distance of 42 miles. It will be the longest electric railway in the world.

AN English Company is to build the tunnel under the East River at New York City, giving a number of railroads direct entrance into the metropolis.

A NEW lumber railroad 100 miles long is to be built between Tupper's Lake, in the Adirondacks and Utica. It will connect with the New York Central.

TOM MCKAY began his railroad career as a newsboy on the Q. and now is their representative for the Pacific Coast with headquarters at San Francisco.

THE Chicago & Eastern Illinois is extending their St. Louis branch to Shelbyville where it will connect with the Big Four, making a short line between Chicago and St. Louis.

THE passenger department of the Columbus, Hocking Valley & Toledo, popularly known as the Buckeye route, is advertising to pay five cents per 100 for buckeyes to be used in advertising.

BAKEMAN J. P. MARTIS, of the K. C. S. & M. has brought suit against the company for \$40,000 for injuries sustained while in the service of the company. He alleges that the cause of his injury arose from defective rolling stock used by the company.

THE Otis steel works of Cleveland has ordered one of the smallest locomotives ever built. Its cylinders are to be five inches in diameter, with 10-inch stroke. The drivers are to be 22 inches in diameter, and the total weight of the locomotive is to be a little over three tons. It will run on a track 23 inches wide.

Correspondence.

EDITOR JOURNAL: Sad were the duties of New Albany Lodge No. 16, when called upon to officiate at the services and burial of Bro. John Dundon, of Hoosier Lodge, No. 261, at Indianapolis, Ind. On the 10th of September, while on duty, he was killed in some unknown manner at Huntingburg on the L. E. & St. L. Bro. H. S. Brown accompanied the remains home where the last sad rites were performed. The deceased was a member of the B. R. T. in high standing. Bro. John Dundon was highly respected by all who knew him, and his untimely end has cast a shadow of gloom not only over his own home, but those of a large circle of friends who knew him. The B. R. T. returns many thanks to the officials of the L. E. & St. L. for favors shown in transportation of the remains home.

Yours in B. L.,
JAMES MILLER.

New Albany, Ind.

EDITOR JOURNAL:—A very pleasant time was enjoyed by the members of C. F. Comstock Lodge 332 at their regular meeting Oct 12th, 1890. The Master had absented himself from the regular meeting on September 28th. This gave the boys the opportunity they had been waiting for. They proposed to surprise the Master at their regular meeting on Oct. 12th, and without doubt it was a surprise to him when Br. Lobdell, in an appropriate speech presented him with a very fine B. R. T. charm. The Master responded, thanking the members for their kindness, followed by Bro. Hynes in behalf of the members thanking the Master for the interest he had taken in the welfare of the Lodge and its members. This Lodge was organized Jan. 19th, 1890, with 17 charter members. Two fell by the roadside, still we have walked up to a membership of 27, with good prospects of walking right along. All Brothers are cordially invited to give us a call.

Yours in B. L.,
T. H. H.

Danbury, Conn.

EDITOR JOURNAL:—We have a good body of men in 56, and all of them take an interest in the meetings, and our membership is increasing all the time, but there are very few of us that take the interest that we should in this good and one of the grandest organizations that now exists. My dear Brothers, let us one and all take hold just the same as we take an interest in doing our work. We are all too easily led astray; we do not realize the benefit we are receiving every day from our Brotherhood. I long to see the day when we are united as one in the good work, and every man a brotherhood man of some kind, it matters not what organization, so we are good true Brothers and stand together. There are some railroad officials that

have a very poor opinion of order men of any kind. I had the pleasure of meeting one of them about fourteen months ago, the Superintendent of a Southern road. He asked me if I was a B. of R. B. man, and I told him that I was, and he said: "That is bad." I told him that I was proud to say that I had the privilege of belonging to such an order. He had given me a job just before asking me if I was a B. of R. B. man. I said to him I would like to go to work for you, as I have come a great distance, but before I will take that little brake-wheel off, I will look elsewhere for a job. "Oh no, you can go to work for me," was his reply, and he is one of the best men to work for and get along with I ever met.

I remain yours in B. L.,
C. E. B.
Marion, Iowa.

EDITOR JOURNAL:—I want to say that I am well pleased with the JOURNAL and think it has improved greatly, and the rest of the boys here think the same. I can always tell as soon as I get home from my trip whether my JOURNAL has come or not, for if it has my wife has got something to tell me she has read in it. I always take it down to the caboose so the boys can read. Our conductor is an O. R. C. man and he says he likes it better than he does *The Railway Conductor*. I think the portraits a great implement a so. If a member feels a little down-hearted he should take it up and read a little and he will feel like a new man. The boys here are beginning to see what the B. R. T. is doing through the country for we took in three new members last meeting and have six for next meeting.

Mr. Doty, the one that defrauded Bro. Benham of Lodge 23 has been here, but he did not have any pin on and he went to work in the yard here and stayed until he got into the switchmen and then skipped, but they have been informed of what he did and they are after him. There are quite a number of Brothers coming here lately for work, and they have been pretty lucky, for if a Brotherhood man comes here he will not go away without a job if they are in need of men.

Yours in B. L.,
W. L. VORCE.
Fitchburg, Mass.

EDITOR JOURNAL: It has not been my privilege to read anything in the JOURNAL from Delaware Lodge No. 123 in a good long time, and you as well as our brother and sister Lodges might think we were dead, but we are not; we are just beginning to live and work in Brotherly love one with another, as you will see from a sketch of our last regular meeting which I will give you. We met at our usual place, corner Twenty-ninth and King streets, Sept. 14th, 1890. The Lodge was opened by the Worthy Master about 1:30 o'clock in the afternoon with an at-

tendance of 40 members in good standing. We passed nicely along our routine of business down to admission of candidates, when we learned that three were waiting in the ante-room to become acquainted with the long-honored principles of the B. of R. T. Each candidate was entrusted to a conductor and was wonderfully assisted by their respective conductors from the moment they left the ante-room until their names were written upon the Constitution of our Lodge. We, indeed, had a most interesting meeting from beginning to end. Two applications were read, and we have prospects of many more, as one Brother told me he expected twelve more between now and Christmas right from where he is employed. Look out, Brothers, we are going to the top round of the ladder if we can possibly get there, and we are not far away now, as we have nearly 90 members in good standing, and I fully believe by this time next year we will have increased our number at least 50 per cent.

The receipts of the meeting aforementioned were \$115.50 and the disbursements were \$33.14. Hoping these few lines may encourage the down-hearted trainmen should there be any and assist the high-spirited ones to do even more than ever to promote the welfare of the B. of R. T., an order if not already doing, will I believe, have a record of making more happy homes by providing means to furnish the widowed and fatherless with the necessities and comforts of this life than any other organization in existence, and may, perhaps, be the means of sowing seed in the hearts of many that will lead them to the comforts of the mansions prepared for us above.

Yours in B. L., R. J. S.

Wilmington, Del.

EDITOR JOURNAL:—To begin with, No. 339 is located at Two Harbors, Minn., headquarters of the Duluth & Iron Range Railway, a road running from Duluth to Tower. This road is noted as being the first one to adopt the Westinghouse quick action automatic brake and is one of the first that equipped every car with power brakes and, I believe, the company finds it a paying investment. Before the adoption of the air brakes wrecks were of almost daily occurrence; now they are somewhat of a curiosity.

The first of August the brakemen made a request for a new schedule on a mileage basis, which was promptly granted by the officials. Hitherto we had been paid \$2.11 a trip for brakemen and \$3.08 for conductors; a trip consisting of 134 miles, but now brakemen receive 2 cents and conductors 2½ cents per mile and over time after schedule, at the rate of 10 miles per hour. Too much praise cannot be given our general superintendent, J. L. Greatsinger, for his efforts while trying to have the new schedule adopted. He is evidently one who believes in the old saying, "the laborer is worthy of his hire," and

"do unto others as you would have them do to you." He believes in keeping abreast of the times, and even a little ahead of them, and it is chiefly due to his efforts that the D. & T. R. is to-day one of the best equipped roads in the U. S.

We have a thriving Lodge here, with a membership of 24 and several applications to work on. Most of our members are good, sober, industrious men—in fact we don't care for any other kind. We stand well with the officials, and a Brotherhood man is almost sure of a job here in the summer. We gave our second annual ball on the 22nd of August and it was a grand success. The net proceeds were about \$110. Bro. Slattery has promised us a visit this month and we are anxious to see him come as we are keeping a couple of victims for him to operate on. In conclusion I will say that if any Brother finds himself in want of a job next spring let him pay us a visit, and if he is what he ought to be, a sober, reliable man, he will strike a good job for the summer where he can make \$75 to \$80 a month without working too hard for it and be sure of fair usage.

NORTH SHORE.

Two Harbors, Minn.

Argument for Higher Insurance.

EDITOR JOURNAL:—I read in the September JOURNAL an article signed "R," in which, to any one with the good of the Brotherhood at heart, there is ample room for meditation. In the first place the Brotherhood of Railway Trainmen has in its ranks a large percentage of conductors. Imagine the result if all these were to simultaneously withdraw. Those remaining would find that instead of the insurance being \$1,000, they would have to reduce it a third!

I claim it is owing to the fact that we have so many conductors, yardmasters, baggagemen and passenger brakemen in our ranks that the benefit policy is kept up to its present standard. I have yet to learn of an insurance company that will insure the life of a brakeman for \$1,000 at anything like what it costs them in the Brotherhood. In fact, some companies will not receive them, the risk being considered too great. On the other hand a passenger brakeman, baggageman, yardmaster or conductor can get nearly double the insurance for the same money that they are paying now. I am prepared to substantiate this assertion with figures, if necessary. Now let us look at this matter with fraternal feelings and unprejudiced minds. I can understand the feelings of loyalty that prompted the brakemen to object to the changing of the name of our order, and let me say here that it is one to feel proud of; it shows clearly their unchanging devotion to the sacred name of their order given it at its birth, but who can say the change has not been for the best. The conductors at present are divided into three distinct organizations; a thing to be lamented, as it tends to lessen their

strength as organized labor. Why not let us strive to make the Trainmen the best order for conductors in every sense of the word? There are a great many conductors who are waiting to see a step taken such as the one proposed. They admit that the Trainmen is the best organization for their craft, but the insurance is too small and out of all proportion to the risk involved. Can we blame them for wanting to receive the same amount of insurance that other organizations give for the same class of men?

Now if it is clear in the minds of all Trainmen that by giving this extra amount to the conductors and others mentioned, that it will not raise the dues from their present standard, why should we object? Are we so narrow-minded that we do not want the advantage gained? A great number of men will say: "Are the conductors any better than brakemen, that they should receive more insurance for the same money?" No, a thousand times no, but why let such thoughts as these retard the onward march of our Brotherhood? We have a grand and noble order—let each and every one of us strive to advance its interests and widen its capacity for doing good. I quite agree with "B." that it should be brought up in every lodge room and thoroughly discussed, and, if found practicable, let us have it by all means.

Yours fraternally, S. C. YOUNG.
Fort William West, Ontario.

Another Fast Run.

EDITOR JOURNAL: I see an account in the September JOURNAL of a fast run on the L. N. O. & T. We can beat that right here on the Visalia Division S. P. Railway. On October 2nd, special train, with Conductor Frank Kesler, Brakeman Horn Dimick, and myself, engine S. P. 171, Engineer W. Faust and Fireman Wheeler, left Tulare at 2:15 A. M. and arrived at Lathrop at 9:35 A. M. Distance 157 miles, train of 25 loads, total delays 1 hour and 20 minutes, actual running time 5 hours. Beat this if you can. It is a common occurrence to go over this Division in 6 to 8 hours. Yours in B. L.,

Tulare, Cal. J. A. LABARGE.

BRO. W. H. AHER, of No. 93 writes of the outrageous treatment that Brother Arthur J. Soules received at the hands of a jeweler of Fitchburg, Mass. Brother Soules, it is said, was arrested and charged with the larceny of a watch, although investigation proved the charges to be entirely groundless. The JOURNAL is requested to publish the name of the jeweler, but it will be evident at once that it is impossible for us to safely do so. If we once established such a precedent we would be called upon to expose innumerable people throughout the country and would sooner or later involve the JOURNAL in serious legal difficulties.

The S. M. A. A. Convention.

The national convention of the Switchmen's Mutual Aid Association was held at Buffalo, N. Y., in September and was marked by harmonious action and wise legislation. The constitution was thoroughly overhauled, revised and put in complete harmony with the plan of federation adopted by the Supreme Council. The only new officer elected, we believe, was Miles Barrett of Kansas City, who was made Grand Organizer and Instructor. John A. Hall was unanimously elected Editor and Manager of *The Switchmen's Journal*. Grand Master Sweeney and Vice Grand Master Downey were re-elected and the salaries of all Grand Lodge officers were raised. The proposition to have biennial instead of annual conventions will be submitted to a vote of the Lodges.

The B. of R. C. Convention.

The convention recently held by the Brotherhood of Railroad Conductors at Toledo, Ohio, was a very successful one. The order is yet very young but is growing encouragingly, and over one hundred representatives constituted the assembly. Among the important business transacted is the following: Geo. W. Howard was unanimously re-elected Grand Chief Conductor and his salary raised to \$3,500 per annum. Mr. Howard, however, said that as the organization was in its infancy and economy was a necessity he should decline to accept the advance. The constitution was fully revised and placed in complete harmony with national federation. Toledo was selected as the headquarters of the order and an interest was secured in the *Railway Service Gazette* as the official organ. W. J. Martin was elected Assistant Grand Chief Conductor. D. J. Carr was unanimously re-elected G. S. & T., R. B. Ballard was elected Grand Senior Conductor and O. W. Stevens Grand Junior Conductor. The executive committee is J. R. Long, Geo. Lovejoy and Wm. Mattison. The Brotherhood evidently has a prosperous career ahead of it.

Union Meeting.

A Grand Union Meeting under the auspices of the B. of L. E., Division 153; B. of L. F., Division 203; O. R. C., Division 138; and B. R. T., Division 158, will be held at Garrett, Ind., Sunday, November 16th. An afternoon and evening session will be held at the Opera House. The Grand Officers of the different Orders have been invited and will be present to address the meeting; also The Hon. W. H. McNagny, of Columbia City, Senator L. S. Coffin, of Cedar Rapids, Iowa, The Rev. Dr. Thomas, of Chicago, Capt. L. Royce, Mayor of Warsaw, Indiana. General Manager J. T. Odell, Capt. W. W. Peabody, and the officials of the Trans-Ohio Division of the B. & O. A cordial invitation is extended to all. Good Music has been secured and reduced rates at leading hotels.

COMMITTEE OF ARRANGEMENTS.

The Brotherhood.

W. J. RATH, of No. 249, is requested to correspond with the Secretary of No. 299.

BRO. G. C. STOERLINE recently lost his right leg in a railroad accident near Little Rock, Iowa.

A JOURNAL Agent of No. 221 writes that their annual Ball, Sept. 26th, was a decided success.

THE local press of Horton, Kan., gives a flattering notice of the ball given by No. 277, recently.

A LETTER from Bro. Carney, of No. 329, reports business good on the Galena division and everything moving along smoothly.

WE ACKNOWLEDGE with thanks receipt of invitation to the First Annual Ball given by No. 277 at Horton, Kan., Sept. 23rd 1890.

IF YOU find a gold Brotherhood pin with the initials F. L. C., please return it to F. L. Crain, 631 Catherine street, Syracuse, N. Y.

BRO. E. F. BRAINARD of Agency, Iowa, has lost receipts for September dues and will be pleased to have them returned, if found.

BRO. W. M. POTT, of No. 7, reports the loss of his receipts for June, July, and August dues; also Bro A. J. Elblom, of No. 24, reports his receipt for October dues lost.

A LETTER from a member of No. 123 says that Bro. W. Battix had his hand crushed while coupling cars, and that Bro. E. L. Powell has been promoted and placed in charge of a train.

WE are in receipt of a newspaper clipping calling attention to the marriage of Mr. John L. Hook and Miss Mary Helen Jones. The bride is the daughter of Mrs. H. B. Jones, of Washington, Ind.

AN officer of No. 283 informs us that a mistake was made in reporting Bro. O. D. Hilligas of that lodge as expelled on General Principles. Bro. Hilligas was readmitted and is now in good standing.

WE published the expulsion of W. A. Fife, of 293, in the June number as being a "dead beat." The Secretary of that lodge writes that the report was unofficial and that he was expelled for non-payment of dues.

BRO. W. S. MERRICK, of No. 318, Birmingham, Ala. notifies us that he has lost his receipts for Sept. and Oct., and grand dues for 1890, in Kansas City. If found please return to him at Memphis, Tenn.

A LETTER under seal from the Secretary of No. 339 notifies us that J. P. Hoffman has been expelled from the Brotherhood for defrauding his lodge and the merchants of Two Harbors, Minn., out of about \$200. He is sometimes known by the alias of J. C. Burns or Paddy Burns, and is described as being about 5 feet 7 inches in height, with smooth face and sallow complexion.

A LETTER from Bro. Wagner, No. 206, states that Bro. McDonald of that Lodge, fell from his train some time in September and was very seriously injured. He was at the time the letter was written, still unconscious.

A VERY important case to Railroad men is that of C. Behee against the Missouri Pacific Railway Company for libelling plaintiff by publishing his name on a "black list" as an employe discharged for incompetency. D. W. Humphreys of Ft. Worth, was employed as his attorney and has been successful in securing the best verdict, we believe, ever obtained in such a case. The first trial resulted in a verdict for the company, but being appealed to the supreme court the decision was reversed and the case was again tried in the district court at Fort Worth, Texas, and resulted in a verdict of \$10,000 actual damage for the plaintiff. The precedent thus established by the supreme court of Texas is certainly a very important one and it would seem that the employe who is placed under the ban of the "black list" in that state may hereafter sue for damages with a fair prospect of winning.

WE HAVE a letter from a member of No. 247 sending in for publication a poem which we have received no less than eight times in the last nine months from various parts of the country, sometimes claiming to be original with the writer and sometimes merely stating that it had been handed to them by a friend for publication. Our last correspondent asks that it be published on account of a friend who wishes it to appear over the signature, "B. R. Trainman of St. James, Minn." This poem is so old that it would be difficult to say where it originated. For a number of years it has been going the rounds of the press and has been published once in the BRAKEMEN'S JOURNAL. It has appeared under so many different titles that it may be recognized only by the opening lines which read as follows:

Dust grimed features, weather beaten,
Hands that show the scars of toil.
Do you envy him his station,
Patient tiler of the soil?"

We call attention to this in order to save our correspondents time and stationery. Unless something is said about it, this venerable poem will probably be sent in as an original production through all time to come.

THE following persons acknowledge receipt of \$1,000 each in payment of policies held against the Brotherhood:

Mrs. Margaret O'Brien, Painesville, Ohio.
Mrs. J. F. Carson, Los Angeles, California.
Mrs. Elizabeth Phillips, Waverly, N. Y.
Mrs. Molinet, Alliance, Ohio.
Bro. Jas. J. Finan, Port Jervis, N. Y.
Bro. Jas. J. Powers, Stoughton, Mass.
Bro. Dan Dillon, North Platte, Neb.
Bro. J. C. Murray, Kansas City, Mo.

Northern Pacific Agreement.

The agreement between the trainmen and the company on the Northern Pacific embraces some interesting points and we give most of the important ones:

Overtime for trainmen on regular trains will begin when the schedule time of train is exceeded one hour. When schedule time of train is exceeded one hour or more, overtime allowed will include the first hour's delay. When the schedule time of a train averages more than ten hours for 100 miles or less, overtime will be paid according to this basis—ten (10) hours. In computing overtime, thirty minutes, or over, will be counted as one hour after the first hour's delay.

Trainmen will be called, as near as practicable, one hour before the leaving time of trains. The caller will have a book in which the trainmen will register the time they are called, signing their names.

Trainmen held waiting for trains beyond the time the train was specified to leave, will be paid for each hour held at rate paid for overtime, provided train is held an hour or more.

When trains for which men have been called are abandoned, men will be paid for time held, between time they were specified to leave and time train was abandoned, at schedule rate for overtime per hour, or fractional part over thirty minutes, but in no case trainmen will receive pay for less than one-quarter of a day, and stand first out.

The time of extra or wild trains will be computed on a basis of ten hours for 100 miles or less, all allowances made to regular trains will be made to extra or wild trains.

Trainmen on work trains will be paid for one day, twelve (12) consecutive hours, or less, more than twelve (12) hours will be paid for as overtime, at work-train rates.

Conductors on work trains will be paid at the rate of \$3.00 per day east of Mandan, and \$3.20 per day west of Mandan, for twelve (12) consecutive hours or less, including Sundays. Brakemen on work trains will be paid at the rate of \$2.00 per day east of Mandan, and \$2.20 per day west of Mandan, for twelve (12) consecutive hours or less, including Sundays.

Trainmen assigned to snow-plow service, will be paid for one day, as per freight train schedule, for each twenty-four (24) hours held in readiness to use. Where assigned to duty on the road and run over district or division, they will be paid for mileage made at schedule rates.

When snow-plow crews are in actual service bucking snow, they will be paid: Conductors \$3.50 and brakemen \$2.50 per day of ten hours—over ten hours per day will be paid for at the same rate per hour—but superintendent will select the men for this service without regard to turn. This applies to actual snow-bucking, and not to running over any district ahead of a train.

Freight trainmen dead-heading on their respective divisions will be paid full freight train rates for such service.

Trainmen or yardmen when dead-heading on company's business will be paid at schedule rates one day or 100 miles for each calendar day. In no case will less than one day be allowed, when no other services are performed. When held as witnesses for the company, trainmen and yardmen will be paid schedule rates, one day or 100 miles for each calendar day, necessary allowance for expenses will also be made when off their respective divisions. Time held attending court to be certified to by the company's attorney.

Trainmen on runs of 100 miles or more, when required to do switching at terminals, will be paid for such service at schedule rates for overtime.

Dates will change at 12 o'clock midnight, the same as calendar dates, and two runs on the road, commencing on separate dates will be paid for at not less than one day for each run, provided no other run is made on that day.

Freight trainmen running over district, Livingston to Helena, Logan to Butte, Helena to Missoula, Missoula to Hope, and Ellensburg to Tacoma, will be allowed twelve miles constructive mileage for mountain service. Should the company deem it advisable to put on regular mountain crews between Livingston and Bozeman, Whitehall and Butte, Helena and Elliston, Missoula and Arlee (or Jocko), Easton and Weston, they will be paid as follows: One round-trip or less one day, three single trips or two round-trips two days.

Conductors will be promoted from the ranks of brakemen according to their age of continuous service on their respective divisions and their character and ability. Freight conductors when adapted to passenger service, will be promoted to passenger trains according to their ability and age of continuous service on their respective divisions. The question of ability and adaptation to be determined by superintendent.

Trainmen will rank from the date they are employed, and in the event of there being a surplus of men, the oldest in the service on their respective divisions shall have the preference of employment.

No more men will be employed in the service than is necessary to do the work and earn a reasonable monthly average compensation at the schedule established, and whenever, in the judgment of the trainmen, there are too many crews, a committee of trainmen in good standing, employed on the division, may call the attention of the trainmaster or superintendent to such surplus of men, when the matter will be fully investigated, and if conditions are found to warrant it, will be remedied; it being always understood that men will be retained under seniority of rights.

THE RAILROAD TRAINMEN'S JOURNAL.

No trainmen shall be suspended or discharged without proper cause, and in case a trainman believes his suspension or discharge is unjust, he may make a written statement of facts in his case, and forward to division superintendent, designating a committee of not less than three trainmen in good standing, employed on the division, to meet in conjunction with the superintendent of the division, and without unnecessary delay re-investigate the case, and prompt decision must be given in less than five days from the re-hearing of the case. If the trainman is decided blameless he shall be immediately reinstated and paid for lost time at schedule rates for time lost on account of such suspension.

Trainmen and yardmen will not be required to pay fines on account of breakages.

After continuous service of 16 hours or more, trainmen will be entitled to and allowed 8 hours rest before being called to go out, provided they so desire and give notice thereof, except in case of washouts, wrecks and other similar emergencies.

Freight trainmen not assigned to regular runs will run first in and first out on the division or district to which they are assigned.

Trainmen assigned to regular local freight trains on St. Paul division to be paid: Conductor \$90.00, and brakemen \$60.00 per month for regular local runs, and will be paid overtime for mill work at Little Falls and quarry work at Sauk Rapids; conductors 30 cents and brakemen 20 cents per hour.

Trainmen assigned to regular local freight trains between Staples and Fargo to be paid: Conductors \$90.00 and brakemen \$60.00 per month. If run with two crews: Conductors \$95.00, brakemen \$65.00, or mileage and overtime.

Trainmen assigned to regular local freight between Fargo and Jamestown to be paid: Conductors \$95.00 and brakemen \$65.00 per month to run six days per week, overtime after twelve hours.

Trainmen assigned to regular local freight trains between Sprague and Hope, conductors \$4.50 per single trip and brakemen \$2.80 per single trip. Overtime to be paid at ten-hour basis for all over twelve and one-half hours making a single trip. That men on regular local crews between Weston and Tacoma to be paid \$95.00 for conductors, and \$65.00 per month for brakemen. Overtime to be paid for after twelve hours, at rate of ten-hour basis.

Trainmen assigned to regular local freight trains between Tacoma and Kalama, between Seattle and Tacoma, to be paid: Conductors \$100.00 and brakemen \$75.00 per month. No overtime to be allowed.

That freight-train crews will be allowed full freight-train rates of wages for handling passenger trains or passenger equipments.

When trainmen or yardmen leave the service of the company, they shall be given letters,

stating time of service, in capacity or capacities employed, and cause of leaving service. The said letters to be given them three days from application, provided they shall have worked on the division 30 days, to be signed by the division superintendent.

Trainmen who have been discharged, and who, upon further investigation, are found to have been unjustly dealt with, will be reinstated, provided the matter is settled within three months from the time such trainmen were discharged; otherwise if re-employed shall rank as new men on the road.

The following committee of the Brotherhood of Railroad Trainmen hereby agree for themselves and all trainmen, yard foremen and switchmen, to do their part towards the faithful observance of this schedule, and use every honorable means to avoid any cause for complaint.

Signed, CHAS. ALEXANDER, Chairman.
Sealed, JESSE HUXTABLE, Secretary.

H. D. STEVENSON,
E. A. MUTH,
O. KIPPLEY,
C. L. BRICKELL,
C. C. VANSCOY,
J. D. WARDEN,
E. T. DRUMMOND,
BERT. BLESSING,

Committee.

Should any trainmen or yard crews violate any part of above contract, we would respectfully ask to be advised of the fact, and will do all in our power to adjust the same.

NORTHERN PACIFIC RAILROAD COMPANY.
By M. C. KIMBERLY, Gen. Supt.
Approved: W. S. MELLER, Gen. Manager.

WE ARE in receipt of a circular from members of No. 85 soliciting small contributions to assist Bro. J. Raub in securing a patent on a combination ratchet, dog and brake-beam spring. Each member is requested to send one cent or as much more as he wishes to, to E. McCormick, South Easton, Pa.

WE acknowledge receipt of a very good letter from Denison, Texas, over the nom de plume of "Punch." He deplores the timid policy of many railroad men in that part of the country and thinks there is little hope of better organization for he says, "an engineer sometimes gets as much as 50 cents per hundred miles." "You even ask some of the people here to sign the train orders," he continues, "and they tremble for fear some one wants to put their names before the master mechanic or trainmaster." The recent grievances there were settled by the proper officials and things are going on smoothly.

The Following is a Statement of Claims Paid in the Month
of September, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
902...	A. P. Rogers.....	Columbia, Pa.....	\$ 1,000 00
906...	Wm. H. Bradbury.....	Springfield, Ohio.....	1,000 00
909...	Mrs. Catherine Hanley.....	Binghamton, Ireland.....	1,000 00
910...	Finton Kina.....	Whitehall, N.Y.....	1,000 00
911...	Mrs. Harriet Phillips.....	Sayre, Pa.....	1,000 00
912...	Samuel Carr.....	Streator, Ill.....	1,000 00
913...	Harry A. Snoddy.....	Big Springs, Texas.....	1,000 00
915...	M. B. and C. B. Goddard.....	Oaksdale, Wash.....	1,000 00
916...	James Flan.....	Port Jervis, N.Y.....	1,000 00
917...	J. C. Murray.....	Fort Scott, Kas.....	1,000 00
918...	Mrs. Anna Dupuis.....	St. Paul, Minn.....	1,000 00
919...	Wm. Hetherington.....	Pt. Edward, Ont.....	1,000 00
920...	Mrs. Martha Sloan.....	Ashland, Ohio.....	1,000 00
921...	W. Wilson.....	Aberdeen, Scotland.....	1,000 00
922...	Thos. Sheehan.....	Port Jervis, N.Y.....	1,000 00
923...	Mrs. Mabel Frazer.....	Springfield, Ill.....	1,000 00
924...	James J. Powers.....	Boston, Mass.....	1,000 00
925...	W. H. Stout.....	Renovo, Pa.....	1,000 00
926...	Mrs. Anna Douglas.....	Youngstown, Ohio.....	1,000 00
927...	Mrs. Carrie Edson.....	Cleveland, Ohio.....	1,000 00
928...	Mary E. Jones.....	Salamanca, N.Y.....	1,000 00
929...	Mrs. Hannah Costello.....	Volcano Junction, W. Va.....	1,000 00
930...	Mrs. Nettie Hotalen.....	Port Jervis, N.Y.....	1,000 00
931...	Thomas Ferry.....	Mauch Chunk, Pa.....	1,000 00
932...	Mrs. M. Sheedy.....	Angola, N.Y.....	1,000 00
933...	Mrs. Lizzie M. Elmore.....	E. Saginaw, Mich.....	1,000 00
Total.....			\$ 26,000 00
Amount in Beneficiary Fund September 1st, 1890.....			\$ 407 05
Amount received during month of September, 1890.....			25,629 00
Total.....			\$ 26,036 05
Amount paid in Claims during month of September, 1890.....			26,000 00
Amount in Treasury in Beneficiary Fund October 1st, 1890.....			\$ 36 05

A LETTER from Bro. Chas. E. Nolan, of No. 257, says that he has recently been married and expresses the opinion that it would be a good thing for the Brotherhood if more of the members follow his example. The advice may be very good, but Bro. Nolan should not offer it at such an early date.

IF ANY of our readers can give us information that will lead to the present address of D. S. De Witt they will confer a great favor. Mr. De Witt is described as being about five feet six inches in height, weighs 140 pounds, and is 38 years old. He has a scar on the right side of the face and his right eye is blind. He usually wears a moustache and is described as being somewhat bald. Whoever can furnish us the desired information will confer a benefit on the Brotherhood.

WE ARE indebted to Brother M. S. Monger for the schedule of wages adopted by the C. C. C. & St. L., Aug. 1st, 1890. Freight brakemen receive 2 cents a mile on through trains, local freight brakemen get a raise of \$5 per month. When attending court as witnesses the trainmen will receive necessary expenses and pay for the mileage they would have made had they been in actual service. Crews dead-heading on passenger, or crews running light receive full time. Brakemen receive pay for over-time at the rate of 20 cents per hour. Passenger brakemen get a raise of \$5 per month. Brakemen

are not to be fined for any damage done to property unless it can be shown that it was the result of carelessness and negligence. Whenever it becomes necessary to employ additional conductors it is agreed that the preference be given to brakemen according to their time of service and ability.

THE following was received from Tucson too late for the October issue of THE JOURNAL, accompanied with the request that it be published:

Resolved. That the General Grievance Committee, convened at San Francisco, Cal., tender their sincere thanks to Grand Master S. E. Wilkinson of the B. R. T. for the able manner in which he represented us in presenting our grievance before the general officers of the S. F. Co. while we were in session at San Francisco, Cal.

J. A. MARSHALL,
Sec'y G. G. Com.

Expulsions and Suspensions
REPORTED TO OCTOBER 10TH, 1890:

EXPULSIONS.

For causes other than non-payment of dues:
LODGE NO. LODGE NO.
180. Thos. J. Bennett.† 325. J. Simpson.‡
342. W. J. Abernethy.* 342. H. E. Lemon.*

* Deserting Fairly.
§ Defamation of Character and general worthlessness.
* Dead Beat. General principles.

SUSPENSIONS.

LODGE NO.
117. S. D. Eddy, 30 days, drunkenness.

*** Grand * Lodge ***
 —(OF THE)—

Brotherhood of Railroad Trainmen.

November Assessment Notice—Nos. 92 & 93—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges: GALESBURG, ILL., NOVEMBER 1st, 1890.

Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	NO. OF CLM.	CLAIM.	DATE.	CAUSE.
			1889	
938. Jas. McConnell.....	128	Disability ..	May 4.	Fell from train ; right thigh mangled.....
939. Mark Wilson.....	167	Disability ..	Aug. 24	Complete ankylosis of left arm
940. R. E. Hinckey.....	205	Disability ..	Nov. 9.	Run over ; left leg crushed.....
941. F. Ferer.....	178	Disability ..	Nov. 21	Blindness
942. C. J. Baars.....	209	Disability ..	Dec. 1.	Run over ; lost use of left hand and right shoulder.....
943. W. L. Allen.....	72	Disability ..	Dec. 13. 1890	Left arm crushed coupling cars.....
944. R. H. Farrell.....	25	Death.....	Feb. 8.	Fell from train ; killed.....
945. John Dri-coll.....	120	Disability ..	Feb. 8.	Left arm crushed coupling cars.....
946. J. A. McFarlin.....	31	Death.....	Feb. 23.	Right leg crushed coupling cars.....
947. Patrick Monahan.....	37	Disability ..	April 9.	Run over ; right leg crushed.....
948. Leonard Matthews.....	62	Disability ..	Apr. 16.	Struck by bridge ; spine and ligaments of the neck injured.....
949. C. H. Weaver.....	37	Disability ..	May 26.	Right hand crushed coupling cars.....
950. J. G. Gill.....	305	Death.....	July 4.	Knocked from train ; killed.....
951. Geo. Merithew.....	229	Death.....	July 22.	Run over ; both legs cut off.....
952. R. A. Martin.....	170	Death.....	July 30.	Typho-malarial fever.....
953. Wm. Green.....	245	Disability ..	Aug. 1.	Run over ; right arm cut off.....
954. Joseph Clark.....	166	Death.....	Aug. 10.	Remittent fever.....
955. E. J. Cantwell.....	198	Death.....	Aug. 10.	Run over ; died of injury.....
956. G. B. Abernathy.....	318	Disability ..	Aug. 11.	Right arm cut off coupling cars.....
957. Jas. Conford.....	175	Death.....	Aug. 13.	Run over ; killed.....
958. W. F. Lewis.....	337	Death.....	Aug. 19.	Consumption.....
959. C. H. Johnson.....	128	Disability ..	Aug. 21.	Left arm cut off coupling cars.....
960. Chas. N. Mitchell.....	289	Death.....	Aug. 21.	Killed in wreck.....
961. Victor Veara.....	340	Death.....	Aug. 22.	Killed in wreck.....

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing November 30th, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this assessment to the Grand Lodge on or before the 5th day of December, 1890, for every Member who has paid November dues. [See Article XIX., Constitution of Subordinate Lodges.]



Fraternally Yours,

W.M. Sheahan

GRAND SECRETARY AND TREASURER.

THE

Railroad Trainmen's Journal.

Vol. VII.

DECEMBER, 1890.

{ NEW SERIES No. 12.
OLD SERIES No. 82.



GEORGE W. NEWMAN,
Third Vice Grand Master of the B. of R. T.
(See Sketch on next page.)

GEO. W. NEWMAN.

The subject of our illustration for the closing number of the *JOURNAL* for 1890 is one in which our readers will undoubtedly be greatly interested. Geo. W. Newman, who was elected to the position of Third Vice Grand Master of the Brotherhood of Railroad Trainmen at the Los Angeles convention, is by no means a new man in labor circles, nor is this his first service as an officer of this labor organization. When the labor movement which produced the Brotherhood of Railroad Brakemen started in New York in 1883, it moved at first but very slowly and found none too many friends and supporters. Bro. Newman enjoys the distinction of being the first man to start the agitation west of the Missouri river. While located at Pueblo he borrowed printed forms from the lodge at Oneonta and planted the Brotherhood banner in the Rocky Mountain region. In the winter of 1885 Bro. Newman was appointed Deputy Grand Organizer and Instructor. This was the period of the Brotherhood's troubles with the defaulting treasurer, Osterhout, and the darkest days the organization has ever known. The defaulter gave the officers no end of trouble, and succeeded in keeping the entire stock of printed supplies locked up and out of their reach. It became necessary at times to get a little money to pay for printed matter and other incidental expenses, and this Bro. Newman advanced from his private funds. The work of the organizers on the road was also decidedly gloomy and unpromising. There was no such thing at that time as securing transportation from the various railroads and the officers sometimes found themselves almost penniless on the road. Probably to no other two men does the organization owe so much as to O'Shea and Newman, whose energy and perseverance overcame the many

difficulties which they encountered, and whose faith in the legitimate success of the movement never wavered for a moment under the most trying circumstances.

We regret that on account of Bro. Newman not being within reach at the present time, we are unable to secure the usual items which are set forth in a biographical sketch and which would undoubtedly be of much interest to our readers. All of the old members of the Brotherhood will be pleased to know that the name of Bro. Newman is once more on the officers' roster, and those who have joined the organization since the time of his former excellent work will be glad to know that so devoted an advocate of the cause has been again placed in a position to do good work for the advancement of their interests.

The Strike Question.

A Discussion by Samuel Gompers, Pres., Am. Fed. of Labor; John Miller, D. D., of Princeton; L. W. Rogers, Ed. Trainmen's Journal; Hon. Almon K. Goodwin, Com. Industrial Statistics, and Mrs. Charles Russell Lowell.

The question of strikes and the relation of labor and capital is rapidly becoming recognized as the problem of the day, and the leading periodicals of the United States are giving it the attention it deserves. Below we reprint from *The Independent* for October a number of articles on this vital subject. It can not be called a debate because none of the writers had an opportunity to know what position the others would assume. *The Independent* selected what it considered representative people on each side of the question and invited them to set forth their views:

Mr. Gompers:

Public attention has been attracted to the recent strike of the employes of the New York Central Railroad, not because of the

number of employees involved, the causes of the dissatisfaction that culminated in the withholding of their labor by the strike method, or because of the conduct or continuance of that special skirmish in the industrial war.

The strike of the carpenters for eight hours was vastly more important as a fact and as a study; but as that strike was in the direction of progressive civilization directly affecting production and not commercial distribution, it was less startling than the short, impulsive strike of the railroad men.

As men can exist longer without eating than they can without breathing so the men engaged in the varied business interests can calmly witness the stoppage of production in any industrial center of enterprise other than their own, while the stoppage of transmission of news by electricity, or of the transportation of passengers and freight over any of the great avenues of trade, awakens commercial and financial fear, endangering a panic.

Wendell Phillips said: "The laborer puts his hand into the cogwheels of the factory, and when the machinery stops the employer asks, What is the matter?" The employees of the New York Central Railroad put their hands into the cogwheels of the intricate machinery of commerce, and the people will not only ask what is the matter, but what is the remedy?

In your letter requesting my views upon some of the questions involved in the New York Central strike, you say: "There are at least three parties interested in every railroad strike: first, the employees; second, the corporation, and third, the general public;" and you add, that "each of these parties has of course, its interests and rights." As your space and the time at my disposal will not permit an exhaustive essay on so important a theme, permit me to give my views upon the first proposition as stated in your communication. "What are the rights of employees?" "Have they the right, after voluntarily striking, to be heard in any grievance either through a committee of the organization to which

they belong, or through any other representative whom they may select?"

It is now almost unanimously acknowledged that employees have the right to strike, and having the right to strike, that they have the right to use all constitutional means to make the strike successful. As a strike is the withholding of labor for a better condition of the market, it must be conceded that the laborer has the right to fix the price and conditions upon which he will put his labor into the market. Having the inalienable right to organize for mutual protection and benefit, they have the right of use to all the rights, customs, privileges and immunities of organized bodies. An organized body can speak only through and by its legally constituted representatives; and the members of organized bodies are the only constituted and competent persons to select such representatives.

As the principal is responsible for the acts of his agent in his capacity as agent, it is the duty of the principal to protect the agent when he performs the duties assigned him, and the agent has the right of immunity from responsibilities within certain legal and moral limits. Agents are, and should be held up to public odium when they, as agents, perform an act that is dastardly, contemptible or cruel, even when such acts are not punishable by courts of justice; but when an agent of an organized body seeks the betterment of his principal, that is, his constituency, by securing by equitable methods a new contract, the man, or body of men who would maltreat the agent bearing such a commission, would shoot the bearer of a flag of truce on a field of battle. The right of representation by a chosen spokesman will be contended for by organized laborers with all the legal weapons that Nature, art, science and invention can furnish; and he who stands in the way of the speedy recognition of this inherent, inalienable right is an enemy of peace.

Before considering your second division of the question of the right of the employees, permit me to clearly recapitulate some of the rights that are included in

the foregoing statement. Employes have the right: first, to organize; second to strike; third, to prevent the employment of other laborers (within legal bounds); fourth, to divert trade to other parties; fifth, to the protection of the judicial and executive departments of State as against the false representation of facts, the employment of a private armed band, and as against the unwarrantable discharge and black-listing of the members of the organization of their representatives; sixth, the right to know cause why they are discharged; seventh, the right to be recognized through their representatives; eighth, the right to know cause why wages are reduced, or why they cannot be increased, their hours of labor reduced, and why the sanitary conditions and protective appliances of science and invention are not introduced; ninth, the right to their share in the joint product of the capital invested, the management and themselves.

This last brings us back to the question of interests. You say "each of these parties (the corporation, the employes and the general public) has its interests and rights." It is the interest of the employe that the management should be economical, that the stocks should not be watered; that a fair remuneration should be paid for the service of management and for the use of money. In brief, the interest of the employes includes the interest of the general public with this addition, that as regular and full employment at present wages, with hope of better wages as a condition, depend upon a successful business, the interests of the employes to this extent are one with the management. Interests conflict when high salaries or large profits accrue to tall talkers, and low wages and uncertainty of employment accrue to hard workers.

The second division of your question as to the rights of employes relates to the rights of employes (to put it in your language) after "voluntarily striking." It is held by many, and perhaps by most employers, as well as by many so-called political economists, that a strike is a permanent

severance of the relations and interests between the employer and the employes who have struck. Against this proposition I quote the words of Geo. E. McNeill in a recent article on strikes. He says: "A strike is not the voluntary withholding of labor; it is the compulsory act of intelligent, self-respecting men and women; a method of self-defense." This is true of strikes for less hours of labor and for higher wages as well as strikes against a reduction of wages, discharge of leaders, officers and other representatives, black-listing, shop rules, etc. The wage-worker is a party in interest with his employer in spite of the fact that under the wage system they live in antagonistic relations toward each other. France and Germany continue their commercial and political relations and interests, but do not disband their armies or disarm their defenses. All civilized countries stand prepared for war, and yet they are constantly seeking new treaties (contracts) for mutual benefit. A war between two nations is but a temporary affair (a strike) that will ultimate in a renewal of commercial and political relations; often with enlarged mutual interests. The overthrow of Napoleon the First was not the subjugation of France. Every nation during war, or after defeat, has the acknowledged right of representation in negotiating terms of settlement. A strike is a war between two important factors in industrial or commercial enterprises, and the right to negotiate a settlement is never waived nor vitiated. It is time public sentiment was awakened to the importance of the recognition of this truth.

A strike is an attempt not to destroy the enterprise, but to defeat the administration of the enterprise; in fact to compel a treaty (contract) that will give them (the strikers) greater advantage of conditions and opportunities.

The wage-worker not only has the right to control his time, that is, the amount he will sell, but he has the right to his special skill or adaptability in the position he occupies in any given establishment or enterprise. He has, by continuous employ-

ment for an employer, accumulated an equity, that is, an interest, that is lost to him, lost to the employer and the public, if he leaves that employer, except in rare cases when the change is purely voluntary; but it is nevertheless true that as they strike not against their employment but against its conditions, they have an interest in equity in the past and future results of the joint effort of the employers and themselves. The opportunity to labor in the position they occupied at the time of the strike is their capital; it is their situation, their property.

The constitution of the United States provides that "in all criminal prosecutions the accused shall enjoy the right to have the assistance of counsel for his defense," and in the constitutions of the several States the right to be heard by himself or his counsel is fully provided and guaranteed. However great the crime against persons or property, the United States and the State governments not only permit, but provide for the representation of the accused by counsel. It is only in the relations of the employers and employes that this right is denied. General Butler has said that "the Constitution grows"; it is time that the judges of the courts, men of legal attainments, and the public generally should grow up to the constitutional provisions for the protection of the rights of the wage-workers.

To your question, How shall these rights be secured and maintained? permit me to answer, that as the rights of the people have been obtained in the past by organized, earnest, self-sacrificing effort, it is safe to continue on that line. The effort to obtain a larger freedom is in itself an educator to still grander efforts.

Mr. Miller:

The public mind is likely to be cleared for many a long day by recent disorders on the trains of the Vanderbilt system. We do not now remember any organized strike so happy by sheer wrongheadedness in defining the right to strike, and settling it at its level. For that very reason, while mat-

ters are fresh, let us take a strike to pieces; see what its elements are; what it goes upon, if it goes logically; and what it falls into and why, if it trespasses against law and wrecks thereby itself and the capital that it feeds upon.

1. And the first thing necessary to a strike is the support of the community. Powderly could not move an inch if his "Knights of Labor" could not become claimants of human sympathy.

Now, where is the right to this?

There is nothing so false on earth as many claims to compassion. There is a fact imbedded in history, glaring in the very world of business to which strikes and their victims exclusively belong; patent in a stock list that now lies upon my table; that seems to belong to a department of philosophy that men never can be brought to acknowledge. The very variety of its forms or statements adds to its impressiveness. I can state it this way: the mass of the capitalized adventures break all to pieces; or I can state it this way: in the great majority of railway enterprises the laborer puts money in his pocket, and the stockholder does not. It is so all through business. The cook in the mass of kitchens has an easier fisc than the man of the house. The aggregate of wholesale dealers, whether in stores or factories, are anguished men, who with the keener capabilities of suffering on account of kindled hopes, go through years of martyrdom as they groan and agonize under impending ruin. This is not thought of in the fever of tie-up. The stock-list before me is one of Birmingham, so recent a town as that—so splendid a one. The stock-list is a graveyard. Of scores of business enterprises, three-quarters appear in peril; the majority are bid for at less than their paid-in capital; only a fraction have a dividend and, doubtless, some are off the list altogether. We preach the doctrine, therefore, that the employed averages better than the employer; and that if this were known in New York, the State would throb less with sympathy for the "Knights," and the

frown would be blacker upon those recent scenes of upheaval.

To the ready answer that Vanderbilt is no martyr, and that the roads under the strike are no such starved adventures as we have pictured, I reply in two ways, one of which goes down a great deal deeper than anything I have yet said. In the first place the "Harlem" and its comrade are the very finest backing for all that I have been bringing forward. Its road-bed was literally broken hearts. Stock bought at par and sold at seven, what did that mean? The agony in making that road, let us keep well in mind, was nothing to workingmen, but it beggared orphans. That is the history of the rail. It lies on broken fortunes. And now, as to a second point, strikers produce that sort of evil. Powderly would laugh if we told him he built the Goulds; yet he does that very thing. He may have advised against this strike, but the dynamite that he wields makes it hot for small capitalists. Only Sages and Huntingtons can stand with a stiff back against such wreckages and freight disasters as have signalized the New York System the last weeks. Strikes help to discourage small interests, and then these huge holdings gobble them up. Anything that makes rail-laying precarious, helps the millionaire: and we are doubtless right in claiming that the mass of these men's largest wealth has come from swallowing roads broken or impoverished by causes of which this, the tyranny of labor, is not the least significant.

It will be seen, therefore, that we plead for public sympathy for the boss as well as for the Knight. It will be seen which needs it most; and we would extend our appeal to all classes of labor. Powderly may ask, How, then, are railroads built? I reply, How are cities built? Schurz, in a lecture at Princeton, told the college that the average stay on Fifth Avenue was five years. We could not believe it. But he went into detail. He said that the town boiled like a pot; that it bubbled up in the middle, and passed off down the sides; and that, throwing the Astors and Lenoxes

and such long residents in, and striking the mean, Fifth Avenue life lasted five years.

In the face of these facts a laborer, paid best at this present moment of all the centuries among men, and receiving his wages in the full when, in the majority of instance, they do not all come out of his work, is neither wise nor human if he does not think twice before he combines to upset his employer's interests.

2. But while the first prop of strikes is mistaken sympathy, the second is an undervaluing of the principle of "supply and demand." A railroad cannot be a phalanstery, and short of being treated as a charity, like an orphan asylum, for example, must be managed purely as secular; and it is admirable to watch the supreme intelligence with which so simple a principle as "demand" protects men. Snap your fingers, if you please, at man's sense of justice, man's sense of interest is a much more level-headed and steady apportioner of human rights. It used to be a joke under the Confederacy that men would risk their sons in the War much more willingly than their thousand-dollar slaves. Strange that selfishness should work like charity; but earth comes nearer to an Eden by the sheer principle of "demand," than by all the poor-laws, and all the hospitals, and all the anti-poverty schemes that can be set on foot among men.

And now to show the influences of this, look at these very Knights of Labor. They have touched a zenith of pay that common labor has never reached before. What an odd time to strike! If wars should come, and the hot-head of Germany and the Czar should put the armaments into use that are starving Europe; if the war-cloud should overspread the West, and we be forced to put back our civilization through attacks from across the sea, one can easily fancy a pay-roll of the present as a sort of show, a strike under such a pay-roll as a sort of farce, a sort of midsummer madness coming on like a disease, and best met as Webb has met it, only perhaps a little more strongly,

calling upon the State at once, and in such understanding with the Government as to oblige the Governor to act, and to have troops of the State instead of sworn-in constables.

This principle of "demand" has not only made wages what they are, but has made them greater than they otherwise would be, through the faults of working-men themselves. The mass of banded labor is overpaid. Such hosts of working-men do our vast thoroughfares demand, that thousands of incomplete workmen have to be taken on; and, as a consequence of this, good hands are at a premium. I know mills run at a loss on the mere selfish principle of keeping in sight excellent working people. So far, then, our argument is perfect. If the mass of corporate venure breaks; if wages are higher than in any other land or age; if the demand exceeds the skill and character that are fitted for the work, and therefore skilled men are petted, and chuckle-headed people have to be borne with and trusted with the tasks, it must be very strong reasons indeed that should start the movement of the Knights, and may well move the suspicion that they are a lot of drones in the hive, and that it is a taste of idleness and office among the Knights that is seeking to gratify itself at the expense of labor.

3. But as, of course, all these arguments will be met in some fashion or other, it is well to mark a third prop of strikes, viz., a mistaken notion of the rights of the employed.

There seems to be a doctrine, and a lawyer has been found who would father it, that because the railways are subjects of legislation, and are under bonds to do certain work, that, therefore, a tie-up is unlawful, and, as corporate, they have no right to stop their traffic for a day. The absurdity of that is patent. Then the labor on the road has changed places with the stock, and is at once the governing power, and may make any demand it pleases, and the road can't stop even to consider.

The fact is, there are few particulars in which a monstrous corporation differs from a private citizen in its rights over its work. A hack-driver may be all loaded with city ordinances; does that in any possible degree destroy his autonomy in taking on and turning off help? The "under dog," as labor is euphoniously named, has the ear of the public, and his yelp seems even to have intimidated Mr. Webb. It is not true that I must give a reason for dismissing a servant. The "Central," if it turned off one of its employed because he was a Knight of Labor, ought to have said so. It had every right under Heaven, as the event has shown, to make that diagnosis of the Knights, and to do peremptorily that very thing.

For now, coming to this delicate point, what are working peoples' rights?

In the first place they have a right to *resign*. Of course, the same liberty with which they stepped in allows them to step out.

In the second place, they have a right to *combine*. Whether for countenance or a mutual purse while they are out of work, this must be conceded.

But, thirdly, they have no right to *conspire*. To turn and wound the road that fed them, and to convulse commerce, for the very purpose of bringing terms, is a felony. If it is not so by human law, there is something yet to be done at Albany. To get a million of perishable property upon the road and then destroy it by a sudden strike, is as distinctly criminal as for a stage-driver over a precipice to desert the box. Why are these things not forbidden? And why at least do not companies take on their labor with a distinct provision that they be not so deserted?

And now, in the fourth place, and as a much higher warrant for turning off Knights of Labor, these men are *rioters*. Entering a yard; entering it at all after they have given up their work; entering it as a fixed plan; entering it to hustle the new labor; and last, and worst of all, coming at an inflamed moment to obstruct the track and to fight the out-pull of the cars,

is a felony by law; ought at once to rouse the Executive of a State; ought at once to post militia for the service of the road; ought to bring the prison van; and ought to excuse the road from ever employing those same men at all, unless attracted by their skill and finding them half innocent themselves under the glamour of Powderly, and the dazed and half-scared submissiveness of the laborers under him.

These recent strikes, if we do not utterly mistake, will lead to fresh legislation, curtailing the power of the Knights and increasing the power of the roads; treating organized labor as law begins to treat organized "Trusts"; seeing, as all laws should, that the public are not invaded; giving roads the power to retain their labor till it can more harmlessly drop away; and, above all, squelching riot and habituating the Governors of States to watch the great thoroughfares and have militia well in hand to keep them, either by desertion or aggression, from being ruinously brought to bay.

This does not in the least contradict our belief that roads are dangerous, and that there is something terrible in the octopus that begins to be felt in our legislatures and courts of justice; but that is a different matter. Because they are dangerous is no ground at all for making them more so, and for so crippling younger routes, and so mulcting the commerce of the States as to give the octopus strength and to throw weaker interests helplessly into its folds.

Mr. Rogers:

The relative rights of the employers and the employed is a subject that interests the public, if interest in anything may be measured by the disagreeable inconvenience it causes. And not only does it interest the general public in a business sense, but it should be of great importance to it because, like the old question of the relation of master and slave, it embraces a problem the rightful solution of which is essential to the nation's political welfare and commercial prosperity. On the prin-

ciple that pain is a friendly danger signal that warns us of what if not avoided will prove fatal, it may not be a bad thing that strikes are disagreeable to the American people.

The question whether it is right to strike is one upon which the employes themselves differ widely. There are two distinct classes of organized labor in the United States—the striking and the non-striking. The most important of the latter in railway service is the Order of Railway Conductors and the Order of Railway Telegraphers. The employes composing these organizations seem to believe they can secure all the rights to which employes are entitled without resorting to the strike, and that whatever cannot be secured peaceably it is better to lose. The employes who compose the striking organizations in railway service (and they are vastly in the majority)—the most prominent of which is the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Brotherhood of Railway Conductors, the Switchmen's Mutual Aid Association, and the Knights of Labor—regard the strike as a legitimate weapon to be used in the defense of personal rights and for the prevention of unjust reduction of wages. But our position on this question is very much misunderstood by the public. The popular idea of a strike associates violence and lawlessness with it, and those who engage in strikes are commonly but erroneously supposed to be always ready to indulge in those unreasonable demands upon employers that can be obtained only by a disregard of reason and the use of force.

To this class of organized labor I belong, and in its defense I wish to speak of some of the things we consider our inalienable rights, and how we propose to maintain them. I take it for granted that we all agree that every man is entitled to an honest share of the wealth his labor creates. Of course it is simply impossible to determine exactly what that fair share is, but in a country the agricultural pro-

ducts of which can almost feed the world, with mineral resources inexhaustible, with conditions such that tens of thousands of our business men are accumulating fortunes that princes envy—in such a country the fair share of the men who labor with their hands should at least be enough to furnish an abundance of wholesome food, good clothing, comfortable homes, and a little leisure time for recreation and mental development. To secure such a part of the wealth produced in the country, it is necessary for us to organize on a strike basis. People who censure us for this never tire of saying that the laws of supply and demand regulate the labor market, and that the natural conditions should not be disturbed. I am willing to admit that a striking organization is a combination for controlling the labor market; but our defense is that it is a necessity of the times. When great monopolies take possession of the industries of the country and the natural operation of the laws of supply and demand is interfered with by combinations of measureless strength, there is absolutely nothing for the toilers to do but to pit themselves against it and oppose combination with combination. In the absence of any protective law for which the great corporations have a particle of respect, it is necessary for the employees to unite and assert themselves or be ultimately reduced to poverty. Every fair-minded person will surely agree that the employee has as much right to a voice in the fixing of wages as the employer; that it is just as fair for him to resist a reduction as for the employer to resist an increase, and that the power of tying up a railroad is no more cruel in its effect than the power to enforce the laborer into idleness. Whoever does not admit the right of labor to a voice in the fixing of wages must look upon the laborer as a slave who is expected to accept in silence whatever the employer is pleased to offer.

But fair wages is only one of the many things we propose to defend with the weapon of the strike. It is our purpose to protect, by the power of united action, our

members against any infringements of their rights as employes and citizens, and one of the first and most important of these is the right to organize for mutual protection. Upon this right depends everything else we hope to secure, and unless it be conceded there is nothing left but submission to industrial slavery. If the right to organize on a striking basis is denied and the claim of the employer, which we so often hear advanced, to the right "to run his own business as he chooses" is admitted, then what is to secure us even a small measure of fair treatment? The right of one man to quit working amounts to nothing. The corporations employing all the railroad labor are not so numerous but that a definite understanding among them is an easy matter, and unless the employes are likewise a unit there is nothing to prevent any arbitrary measures the corporation chooses to enforce. * * *

The truth is that no corporation has a right to "run its own business as it chooses." It should have only the right to conduct its business in conjunction with the employes. The party that owns the coal and locomotives is no more entitled to a monopoly of favorable conditions than the party that owns the nerve and muscle.

The interests of the general public are seriously involved in this issue between employer and employee, and its hope of immunity from the baneful effects of strikes lies wholly with organized labor, and its attitude toward it should be friendly and encouraging. It is to the interest of the public, the employer and the employee that strikes should not occur. But no legislation can prevent their occurrence, and they will never be avoided until the labor organizations are so equally matched against the corporations that it would be evident folly to engage in the industrial warfare commonly called a strike. The splendidly organized armies of Europe are said to maintain its peace. This principle is well illustrated by the creation of the federation of the striking railway organizations in 1889, since when none of them

have had a strike, although its central power, known as the Supreme Council, has satisfactorily adjusted three grievances that would have involved either separate order in a costly strike. Had the Knights of Labor been a member of this federation, the strike on the New York Central would not have occurred. The same is true of the C. B. & Q. strike in 1888, which kept two thousand men in idleness almost a year. Had labor organization at that time been perfect, a speedy compromise would have resulted. The public is in error in associating lawlessness with strikes, and in supposing that labor organizations ever desire either. The object of more perfect organization is not to invite battle, but to avoid it. By balancing corporate power with that of united labor, we hope to banish force and allow reason and diplomacy to take its place.

Mr. Goodwin:

The subject of Railroad Strikes involves so many important questions that my limited time will not permit a lengthy discussion of them. I am most emphatically opposed to strikes of any kind or nature, because they are productive of no good, while, on the contrary, they cause misery and distress indescribable to many a household.

Women and innocent children are the greatest sufferers. Hunger, sickness, and not unfrequently death, are the results of organized strikes; and after days, weeks, and perhaps months, of intense suffering both in body and mind, by the strikers themselves, they are obliged to return to their work at the same pay. In short, strikes in nine cases out of ten prove failures.

A railroad strike is the most to be deplored; for, unlike almost any other strike, the general public is affected, their rights interfered with, property destroyed in which at least the public has an interest, and business of all kinds more or less disturbed.

In view of these things, and in consideration of the fact that the general public is

made to suffer by railroad strikes, it would seem simply justice that laws sufficiently strong to prevent them should be enacted. I think a law requiring at least a week's notice to be given by employee in any contemplated railroad strike would be a step in the right direction.

I know the working classes of this great country have grievances and just cause for complaint; but their condition will never be improved through strikes or organizations gotten up simply for that purpose. *Organization and organizations are desirable to protect interests; but protection can only be secured and conditions bettered, in peaceful and lawful ways.*

Mrs. Lowell:

The distress and inconvenience caused by the late strike on the Central Railroad, has again furnished convincing proof that the public is vitally interested in the establishing of some *modus vivendi* between railroads and their employees, and has shown also by a most unpleasant object lesson that their present relations are neither satisfactory nor permanent. A repetition of the trouble is possible at any time while the present conditions last, and the question of practical importance is, how the conditions can be changed.

Before proceeding to consider this question, however, it is necessary to define the situation clearly. We have, on the one hand, a great corporation, composed of thousands of persons to whom the State has granted certain privileges and who have each paid in more or less money, and have built a railroad, supplied cars and stations, and undertaken to convey passengers and freight from and to given points; they are the owners of the New York Central Railroad, and they have placed the management of the road in the hands of a certain number of men, called a Board of Directors, who are elected each year, and these directors have elected certain officers, who actually manage the affairs of the railroad. It is nominally a purely representative government, but really the owners of the railroad (or stock-

holders) are so many and so scattered that it is impossible for them to have a voice in the management, and their interests are left entirely in the hands of the directors, and if they do not like the course of the latter, they may give up their share of the ownership by selling it to some one else. The directors are, therefore, practically autocrats so far as concerns the interests of the owners in the railroad.

But there is another large body of persons who are much interested in the way the railroad is carried on, over whom also the directors have autocratic power and to a far greater extent. These are the employes who, on the New York Central number, it is said, about twenty thousand men. These men are not so scattered as the owners of the railroad; they work together, and in the various localities where they work, they must of necessity have more or less of acquaintance with each other. Their interest in the railroad management is also more direct and personal than that of the owners, for their daily comfort and happiness, and often their life itself depend upon an efficient and just system. If any one is discontented with the management of the railroad, he is, of course, quite at liberty to sell his share in the railroad; but to leave the service may often mean a very serious loss to him, and may involve changing his home and moving to another town with all his family, before he can find another railroad to employ him in the work he is accustomed to.

The railroad employe, moreover, is situated quite differently in relation to the railroad in another particular, for the railroad can at any moment turn him off, and it not only may, but it does sometimes do this, giving him no notice, but leaving him with a family to support and no means to support them.

Now, this large number of railroad employes, being so completely in the power of the railroad management, and being men of the nineteenth century, and also, for the most part, American citizens, accustomed to combinations and associations

for all purposes, religious, social, political and educational, naturally combine and attempt to secure certain advantages to themselves through their combinations. The result seems in some directions to be disastrous. These combinations not only make strikes possible, but render strikes a standing menace to the prosperity of the railroad as a business, and to the convenience of the public, both those who travel and those who stay at home but depend upon the railroads to bring them all the necessities of life.

What is the remedy?

The question is, as I have said, one of great, practical importance; it is eminently true in this case that "we face a situation and not a theory." The railroad must have many thousands of men to do its daily work; these men must be, at least, of average intelligence. It is, indeed, of great importance for the safety and convenience of the public that they should be above the average both in intelligence and force of character. Is it conceivable that such men should not do as all other men of intelligence and force all over the civilized world are doing—associate themselves for mutual assistance and to obtain their common ends? Is it possible to imagine that any railroad could find thousands of men of intelligence who would consent to give up the right of association for lawful purposes? Is it desirable that it should find them among American citizens, to whom the right of joining in the governing of our country has been assured for a hundred years and more?

It is in the nature of things that these men should unite. The question is as to the kind of union they form, the ends they seek, and the means adopted to attain those ends. There can be little doubt that these points are all far more dependent than is generally recognized, not upon the men who form the unions, but upon the reaction upon them of the laws under which they live, and of the attitude of the employers and of the public toward them.

It is only human nature to give a blow for a blow; it is only human nature, if a

man is powerless to resist by open means what he deems injustice, to work secretly against it. Union, all men in this community and age will have, if they need it to protect themselves; if it is recognized and appealed to by reason, it will be an open union, responsible and reasonable; but if men are required, in order to earn bread for their children, to sign an agreement to give up their union, they will sign it because they feel that they must, but they will still belong to the union; but it will be a secret, plotting union, powerful for evil in many directions, but powerless to bring about a good understanding between its members and their employers.

It is not to be doubted that the men are vitally interested in the good management of the railroad; they think that they ought to have a voice in that management, and it is their attempt to secure this which leads to trouble.

Now the solution of the difficulty, the way to prevent trouble, has been suggested by a railroad official of long experience and high standing; but neither on his own road nor on any other, I believe, has his suggestion been carried out as yet.

Mr. Charles Francis Adams was for ten years Railroad Commissioner of the State of Massachusetts, for five years he acted as Arbitrator for the "Joint Executive Committee of the Trunk Lines," and for the last six years he has been President of the Union Pacific Railway Company. In 1886, Mr. Adams wrote, and in 1889 published in *The Century*, a paper entitled "The Prevention of Railroad strikes," and, as showing the importance of the interests directly involved, Mr. Adams stated that at that date (1886) "there were probably 600,000 wage-earners in the employ of the railroads of the United States," and that over two million human beings were directly dependent upon them for their daily bread.

Mr. Adams further states the self-evident fact that the relations between the 600,000 men and the railroads employing them cannot be the ordinary relation of employer and employed, because of the

great public interests involved, which require the introduction of additional safeguards, which, Mr. Adams thinks, could be provided by a thorough classification and organization of the service of every railroad. This service increases in summer and decreases in winter, so that there are really two distinct classes of employees, the larger body of men who are permanently in the employ of the road, and the smaller, though still considerable in number, who are only temporarily employed. At present all these stand in the same relation to the road; but Mr. Adams's suggestion is that the distinction between these two classes should be made the basis of a classification. He continues:

"Here is a fact, and facts should be recognized. If this particular fact is recognized, the service of the company should be organized accordingly, and each of the several divisions of the operating department would have on its rolls two classes of men; first, those who have been admitted into the permanent service of the company, and second, those who for any cause are only temporarily in that service. And no man should be admitted into the permanent service until after he had served an apprenticeship in the temporary service. In other words, admission into the permanent service would be in the nature of a promotion from an apprenticeship in the temporary service.

"Those in the temporary service need not, therefore, be at present considered. They hold to the companies only the ordinary relation of employee to employer. They may be looked upon as candidates for admission into the permanent service—they are on probation. So long as they are on probation they may be engaged and discharged at pleasure. The permanent service alone is now referred to.

"The permanent service of a great railroad company should in many essential respects be very much like a national service, that of the army or navy, for instance, except in one particular, and a very important particular, to wit: those in it must of necessity always be at liberty to

resign from it; in other words, to leave it. The railroad company can hold no one in its employ one moment against his will. Meanwhile, to belong to the permanent service of a railroad company of the first class, so far as the employe is concerned, should mean a great deal. It should carry with it certain rights and privileges which would cause that service to be eagerly sought. In the first place, he who had passed through his period of probation and whose name was enrolled in the permanent service, would naturally feel that his interests were to a large extent identical with those of the company; and that he, on the other hand, had rights and privileges which the company was bound to respect. * * * The man who is permanently enrolled should feel that, though he may not rise to a high position, yet as a matter of right he is entitled to hold the position to which he has risen just so long as he demeans himself properly and does his duty well. He should be free from fear of arbitrary dismissal. In order that he may have this security, a tribunal should be devised before which he would have the right to be heard in case charges of misdemeanor are advanced against him. * * *

"Not only should permanent employees be entitled to retain their position during good behavior, but they should also look forward to the continual bettering of their condition. That is, apart from promotion, seniority in the service should carry with it certain rights and privileges. * * *

"A certain prospect of increased pay if a man demeans himself faithfully is a great incentive to faithful demeanor. This is another fact which it would be well not to lose sight of.

"There ought likewise to be connected with every large railroad organization certain funds, contributed partly by the company and partly by the voluntary action of employees, which would provide for hospital service, retiring pensions, sick pensions, and insurance against accidents and death. Every man whose name has once been enrolled in the permanent employ of the company should be entitled to the benefit of these funds; and he should be de-

prived of it only by his own voluntary act, or as the consequence of some misdemeanor or proved before a tribunal. * * *

"But it is futile to suppose that such a service as that outlined could be organized, in America at least, unless those concerned in it were allowed a voice in its management. Practically, the most important feature of the whole is, therefore, yet to be considered. How is the employe to be assured a voice in the management of these joint interests, without bringing about demoralization? No one has yet had the courage to face this question; and yet it is a question which must be faced if a solution of existing difficulties is to be found. If the employes contribute to the insurance and other funds, it is right that they should have a voice in the management of those funds. If an employe holds his situation during good behavior, he has a right to be heard in the organization of the board which, in case of his suspension for alleged cause, is to pass upon his behavior. No system will succeed which does not recognize these rights. In other words, it will be impossible to establish perfectly good faith and the highest morale in the service of the companies until the problem of giving this voice to employes, and giving it effectively, is solved. It can be solved in but one way; that is, by representation. To solve it may mean industrial peace.

"It is, of course, impossible to dispose of these difficult matters in town-meeting. Nevertheless, the town meeting must be at the base of any successful plan for disposing of them. The end in view is to bring the employer—who in this case is the company, represented by its President and Board of Directors—and the employes into direct and immediate contact, through a representative system. When thus brought into direct and immediate contact the parties must arrive at results through the usual method; that is, by discussion and rational agreement. * * *

"Could such a system as that which has been suggested be devised and put in practical operation, there is reason to hope that the difficulties which have hitherto occurred between the great railroad companies and those in their pay would not occur in future. The movement * * * is based on a simple recognition of acknowledged facts, and follows the lines of action with which the people of this country are most familiar. The path indicated is that in which for centuries they have been accustomed to tread. It has led them out of many difficulties. Why not out of this difficulty?"

Humor.

"A little nonsense now and then
is relished by the wisest men."

The Old-Fashioned Schoolma'am.

How dear to my heart is the old-fashioned schoolma'm.

When sad recollections present her to view;
The way which she'd often we boys with a rule
lam,
Would make the whole future look fearfully blue.

And still in my fancy I feel my flesh tingle;
Time never can quite the sensation destroy;

For when she got rattled she made the house
jingle—

The old-fashioned schoolma'am I knew when
a boy—

The red-headed schoolma'am, the strong-mus-
cled schoolma'am,

The argus-eyed schoolma'am I knew when a
boy.

—*Youth's Companion.*

THE WRITER IS DEAD.—Contributor:
I have brought you a poem of four stanzas,
sir.

Editor (examining it)—I count five.

Contributor (mystified)—Sir?

Editor—Yes; in addition to the four,
you see, I notice it stanza chance of going
into the waste basket.—*Judge.*

A BAD BREAK.—Van Bibber: Who is
captain of the Chicago Players' Club,
Hood?

Brother Hood—That's a fine question
for you to ask, considering that you're the
editor of a sporting paper.

Van Bibber—Excuse me, my friend, my
paper is not a sporting sheet; it's a Prohi-
bition organ. The drinks are on you, I
think.—*Puck.*

He Corrected It.

One little letter sometimes makes a won-
derful change in the meaning of a word.
We have all laughed at the innocent mis-
take of the old gentleman whose mischiev-
ous son got hold of the family Bible and in
the sentence "We shall all be changed,"
erased the letter "c" from the last word.
When the pious old gentleman gravely
read: "We shall all be hanged," his wife
gently remonstrated, but he insisted that
the book said so and he had no doubt it
ought to be done. In the following inci-

dent related by a Southern paper the oper-
ator inserted only one little letter, but the
effect was life-sized:

Last year a party of twenty Dunkards
was en route to the general conference, via
St. Louis. No agent accompanied them,
and a telegram was sent to Union Depot
Passenger Agent Bonner to "meet twenty
Dunkards."

The religious education of the telegraph
operator who received the message had
been neglected. He had never heard of
the Dunkards, and, supposing a mistake
had been made, he just inserted the letter
"r," and when Bonner received the mes-
sage it read: "Meet No. 4. Twenty
drunkards aboard. Look after them."

Bonner was somewhat taken aback. He
did not know but that an inebriate asylum
had broken loose, but any way prompt ac-
tion was necessary. The twenty drunk-
ards must be desperate men or the dispatch
would not have been sent, and murder
might have been committed on the road.

Bonner posted off to police headquarters,
and his story did not lose in the telling.
The chief of police, alive to the exigencies
of the situation, made a special detail of
ten policemen and a patrol wagon.

The policemen were drawn up in a line
at the depot, and intense excitement pre-
vailed among the numerous depot loungers,
a rumor having gained currency that a des-
perate band of train robbers was on the in-
coming train.

In due time the train arrived, but no
party of roysterling drunkards alighted.
The party on the train was composed of
several pious-looking gentlemen with
broad-brimmed hats who stood around as
though expecting some one.

Bonner approached one of them and said
interrogatively:

"Had any trouble on the road?"

"No, brother," said the gentleman,
"none that I know of. And now I'll ask
you a question. Do you know a gentle-
man named Bonner?"

"Yes, I am Mr. Bonner," was the answer.

"Well, these brethren and myself are
Dunkards, and you were to meet us and
put us on the right train. Didn't you get
a telegram?"

Bonner was completely done for. He
excused himself, and, calling the sergeant
of police aside, he told him that it was all
a mistake and he and his men could go
back to headquarters. Then he disposed
of his religious friends, went around and
cussed out the telegraph operator, after
which he had to "set 'em up" for the
whole police force on the promise to keep
mum.

Woman's Department.

OUIDA has written twenty-seven novels, and it is said they have paid her more than any history published within the last quarter of a century.

MISS S. E. GARRITY, a photographer of Chicago, is said to have an income of \$10,000 a year as the result of her talent and energy in her chosen line of work.

MISS ALICE WARD, of Coney Island, is the champion woman swimmer of the world, and at present holds the medal, which she has won for the fifth time.

MRS. MARY EMERY, for twelve years County superintendent of schools of Peoria County, Ill., has been appointed principal of the normal department of the Nevada State University, at a salary of \$1,800. She is a talented lady, and worthy of the high position accorded her.

AN exchange says that Kate Field has been examining some statistics furnished her by the Chicago board of pharmacy and finds, to her horror, that American women spend \$62,000,000 for cosmetics, most of which are made of zinc, oxide, calonel and other poisons. This leads her to ask this pertinent question: "How can women vain enough to paint and dye their hair bring forth children stalwart enough to resist temptations that lead to all manner of vice, including drunkenness?"

ONE of our contributors to the Woman's Department writes entertainingly this month on the question of women having a professional education, and in one paragraph facetiously remarks that the training she (the contributor) recommends would relieve the husband of "the trouble of inquiring what she did with the money he gave her."

This financial dependency which a great many women feel keenly, is a good subject for discussion in this department, and the editor hopes that the reference to it will

draw out something further relating to it. Should a woman be obliged to ask her husband for each dollar she wants, as a little girl asks her father for a quarter to attend a concert, or should she have access to the family treasury, and how should it be arranged? The ladies are invited to speak right out.

Should Girls Have a Profession?

[Written for the JOURNAL.]

The theory, held by many in years past, that a woman's place is at home, may be a good one, provided she has a home. If she has none, it is fortunate for her to be able to provide for herself, and not be under the necessity of accepting charity.

If girls were given a professional education or trained in some line of work, they would be able at any time to rely upon their own resources and not consider it a hardship. What boy considers it a hardship to start out in life for himself? Instead of a hardship, he considers it a privilege, a duty. Should not girls feel the same—feel that they have a work to do, and not that some one else must supply their wants?

The discipline gained by a professional education fits a woman to better fill any position in life. It develops her reasoning faculties and her judgment. It makes her broader minded and enables her to look upon all sides of a perplexing question, and so to give a reason for her opinion. It will also be a great advantage to her from a financial point of view. She who earns her money knows its value better than she who never earned any.

This may also be an advantage to the man who marries a woman thus educated; it will relieve him of the trouble of inquiring what she did with the money he gave her, and advising her how to spend the amount she has just asked for.

Were the girls educated for some profession or trade, many of the unhappy marriages might be avoided. Some girls left without means of support and not able to take up anything to earn a living for themselves accept marriage as the only

solution to the bread-and-butter question. By all means give the girls a professional education, not in the place of a general education, but in addition to it. Educate them in some one thing, so they will be proficient in that. All of the professions are open to women. There is need of more women as physicians and professional nurses, while professional cooks and housekeepers are always in demand.

It may be said that a girl in good circumstances, with a good home, does not need such an education. But she may be deprived of these comforts, and then will be seen the utility of such training. Even if she may never need to use her education for her support, she will be the better fitted to aid and advise her children in their work and education. L. A. W.

The Rain-Drop.

[Written for the JOURNAL.]

We seldom pause to consider what part the little rain-drop has taken in the formation and development of our earth, yet rain has been and is one of the most potent forces of Nature. But how vastly different the gentle, refreshing shower of to-day from the boiling, seething floods which fell upon the earth in its infancy. Then the air was filled with fiery carbonic acid instead of pure water, and the vapor rose in clouds as it fell upon the red-hot crust of earth; still at each shower the air was purified and, after long centuries, made fit for the use of insects and lower animals, and, finally, the pure life-giving element was breathed into the lungs of man. Thus we see that from the very beginning rain has proven a benefactor and a blessing.

All the water which now is confined in the great reservoirs of earth, or which courses through its veins and arteries, was once gathered in the clouds, and has fallen in tiny, harmless rain-drops. But so great is the distance from which these drops fall that were it not for the resistance of the air, which lessens their velocity, they would prove as destructive as leaden bullets. It is said that the force required to combine eight pounds of oxygen with

one of hydrogen, forming nine pounds of water, would be sufficient to raise forty-seven millions of pounds one foot, yet many times this force is exerted in ease and silence in every shower of rain.

"I have seen," says Tyndall, "the wild stone avalanches of the Alps smoke and thunder down their declivities with a vehemence almost sufficient to stun the beholder; I have seen the snow-flakes descending so softly as not to hurt the fragile spangles of which they are composed. Yet to produce from aqueous vapor an amount of snow a child could carry demands a power that would gather up the scattered blocks of the largest stone avalanche and pitch them to twice the height from which they fell." What a tremendous force is exerted in forming even this small amount of snow; but when we compare this with the force required to form all the water on the earth, it sinks into insignificance. Yet this fluid covers three-fourths of the earth's surface, flows in thousands of rivers, and stands in immense lakes beneath the surface; forms a part of all vegetable and animal growth, and comprises four-fifths of the human system.

Wherever we go this simple but powerful element is flowing through the earth beneath us; is filling all the air around us; is coursing in the life-current of every tree and shrub and blossoming in every way-side flower. It soars aloft in the birds of the air; it walks the earth in every beast that roams the field or forest; it crawls in every reptile, and swims in every member of the finny tribe.

More than this, it moves the machinery of the world, and the thunder of its voice is heard in every town and city on the globe. It travels from one end of the continent to the other, bearing its burden of human lives, and then plunges into the pathless ocean and continues its course around the world.

Nor is its agency confined alone to the useful in nature. It filters through the rocks and gathers together the glittering particles of gold. It drips down into the

caves and caverns of the earth and studs them with dazzling crystals that mimic the starry vault in their glittering. It mixes with other elements and forms the diamond and the ruby, the sapphire and the emerald, coloring them with Nature's own dyes.

MRS. LUCILLE OSMOND.

Fireside Fancies.

Merry Christmas Time—How it Should be Celebrated—A Timely Word for Little Waifs.

[Written for the JOURNAL.]

"Peace on earth, good will to men:" that is the kindly word which has been spoken for all humanity and for all time. But those words were spoken long centuries ago and we who are vainly striving to keep pace with the current of the Nineteenth Century, hurried on by the force of steam and the power of electricity, find time, on the anniversary of the day on which those blessed words were uttered, for only a hasty nod and a curtly spoken "Merry Christmas." Often indeed, we hurry past the poor and unfortunate, forgetting their very existence while our thoughts are busy in anticipation of the pleasant family reunion and the bounteous Christmas feast to which we are hastening.

It seems to me that as the years pass we are becoming more and more selfish in the celebration of our Christmas festivities. There seems to be an increase of the custom of family gatherings about beautiful little trees made bright by the gifts of loving hands, where the handiwork of each is recognized and where none but Christian names are heard beside the dear titles of father and mother. There the happy little ones are free to utter the exclamations of joy which is almost too great for their little hearts to hold. These gatherings are very beautiful and serve to strengthen the ties of love and preserve harmony in the family circle; but at the same time, there is a tendency to forget the poor little urchins whose homes are mockeries and to whose hearts the Christmas gladness serves only to bring a deeper sense of poverty and friendlessness. In

the churches there is always a certain number of the poor who are remembered, and our hearts warm and our sympathies expand in seeing how trifling an object can bring such joy to one of these little ones.

There are many of us who would gladly give something at Christmas time to bring a little more comfort and a little ray of happiness into the homes of the poor, but our means are limited and "the poor" represents such an unlimited quantity we should never know where to begin or where to stop, and there would be nothing left to give to our own loved ones. So year after year goes by and we satisfy our conscience by giving them pitying thoughts. But this year let us do more than this, let us, at least, give them kindly words.

As we are passing through the streets on Christmas morning or Christmas Eve, on our way to the home gathering or the church festival, we will see these forlorn bits of humanity who have no hope of any good gift coming to *them*, staring into show windows or peering into happy homes trying to satisfy their hungry hearts with imaginings of what Christmas *might* be. Then let us give them a kindly word that shall cause them to feel that after all they are a part of the human brotherhood and God's own children.

It seems a small thing to do at a time when all good gifts are so bountifully bestowed, yet in after years it may come back to us as a gem of great price which has been preserved in the treasure-box of some poor child's memory.

In my jewel-box, embedded in velvet and most carefully preserved of all my treasures, is a gold dollar which was given me one Christmas time when a young girl by an old man whom all the people called a hard-hearted miser. I had done for him a simple little act that made it easier for his dim eyes to find the number for which he daily searched at the post-office. It was, indeed, a simple thing to do, but no one can convince me that the man who could so kindly remember such a little act was either cold-hearted or selfish.

We may not all have such tangible tokens of kindly thoughts, but I believe there is not one of us but, if we searched, could find among memory's jewels some kindly word that came to us as a revelation and a treasure.

SISTER LU.

Astute Detectives.

The Remarkable Experience of a Special Correspondent with Toronto Police.

It is generally thought that it is perfectly safe for a woman to travel in any part of the United States or Canada, alone and unprotected. The case of Mrs. Edith Sessions Tupper, however, which recently attracted wide attention, makes it seem a little doubtful. Mrs. Tupper is the Chicago Herald's special correspondent at New York, and the story as she tells it is so interesting that we give it entire. The blundering stupidity of the police and detectives is enough to astonish even those who know them personally. Her story is as follows:

BOSTON, July 21.—On notice from Buffalo the police to-day arrested a woman giving the name of Mary Wilson, who is wanted in Buffalo for robbing the house of J. G. Miller of miscellaneous valuables worth \$3,000. The woman has confessed.

The above despatch was published July 22. The robbery took place in Buffalo on Saturday, July 19. The thief left for Boston, carrying her spoils in three trunks. She came originally to Buffalo from Toronto and had served a term in Canada for theft.

So much for the preface to my story. On the morning of July 19 I left my father's house at Panama, Chautauqua county, N. Y., for a short visit to relatives in Toronto. I went to Buffalo by the W., N. Y. & P. R. R., arriving there at 1 p. m. Going immediately to the Central Depot I bought my ticket for Toronto, checked my trunk to that point, sent a telegram to my sister-in-law stating that I would be in Toronto at 8:20 that evening, dined, bought some books and papers, and read until my train was called at 2:20.

Just after leaving Suspension Bridge I noticed a man of rather common appearance, dressed in dark clothes, pass through

the sleeper in which I sat and give me a very sharp scrutiny. This was repeated once or twice, but I simply thought the fellow was impudent, and, being absorbed in my books, paid no further heed.

We were a trifle late into Toronto. I think it was about 8:45 when we arrived. The great station was packed with people. Two or three trains were just arriving, and there was noise and confusion everywhere. I looked about for my friends, but could see no one I knew in the crowd. I walked slowly up and down the station and into the ladies' waiting-room, expecting each moment to see a familiar face and touch a welcoming hand, but in vain.

I passed through the station, called a hackman, made my arrangements, gave him the check for my trunk, disposed of my parcels, ulster, bag and umbrella, and took my seat in the carriage. Suddenly I saw the man I had noticed on the train come and take his stand at the corner of the station and intently regard me. Again I thought he was trying to annoy me, seeing I was alone. But before I had time to give him any special consideration, to my surprise I saw the cabman returning, accompanied by a big, burly man, who leaned over the carriage door and, holding up my check, said bluntly:

"Is this your check?"

So amazed was I at this question from a perfect stranger that I mechanically answered, "Yes." The man hesitated a moment, then said:

"Well, do you want to go up the street in a patrol wagon or in this carriage?"

"What do you mean?" I demanded.

"You are under arrest."

"Under arrest! There must be some mistake," I cried.

"Oh! no mistake, I guess," he retorted in a flippant tone. "You came from Buffalo, didn't you?"

"Certainly I came from Buffalo," I answered.

"Yes, certainly. Well, you will have to come with me. You're wanted."

"For heaven's sake!" I cried in des-

peration, "will you kindly tell me with what I am charged?"

"With stealing goods in Buffalo," he answered.

"Very well," I said in a voice which sounded very strange to me, "I will go in the carriage, and please be as quiet as possible about it."

We drove to police headquarters. I was shown into a brightly lighted room and saw a man rise from one desk and seat himself at another—a man with sleekly combed, jet-black hair parted in the middle, big, black, cruel eyes, and long, white, glittering teeth.

"Sit down," he curtly said. "What is your name?"

"Edith Sessions Tupper," I answered, with a violent effort. What was the matter with my voice, and why did my tongue seem paralyzed?

"You travel under the name of Mary Wilson, do you not?" he demanded.

"No," I said, "I do not."

"You got the check, didn't you?" he asked the detective who had brought me in.

"Oh, yes, I've got the check all right enough," he answered.

"She answers the description very well," went on Sergeant Rebum, reading a dispatch he held in his hand: "Arrest Mary Wilson; wanted for stealing goods. About twenty, slim, blue-eyed, brown-haired, ladylike in appearance."

I interrupted him. "But I am not Mary Wilson. You must see for yourself that I am over twenty, and I am by no means slim. I am no thief, and if you will send for Dr. ——," naming a woman physician who stands at the head of her profession in Canada, and whose house was only a few blocks from headquarters, "or Mr. ——," a prominent business man, "or Mr. ——," a well-known journalist, a member of the staff of the *Toronto Globe* and *Toronto Saturday Night*, "any one of them can and will identify me."

Sergeant Rebum is one of that class of policemen who believe that the best way to

examine a person under suspicion is to yell at them. This he proceeded to do.

"Understand me now," he savagely roared, "you are a prisoner. You might as well understand that first as last. You can no more get out of here than I can move the stones of this building. The chief of police in Buffalo wires me to arrest the woman presenting check 22,479. He also wires to arrest Mary Wilson, dressed in a greenish dress——"

"Well, see, mine is navy blue."

"That's a sort of green," he snapped. "Besides, here's another message saying you have changed your clothes on the way over."

"Oh, well," I said wearily. I see you are determined that I am the thief, and you will not give me an opportunity to tell you who and what I am. I wish to prove to you that I am not Mary Wilson, but Edith Sessions Tupper."

"Where do you come from?" he demanded.

"From Panama, N Y.," I answered. "I left there this morning with my father, who accompanied me to Brocton; from there I came alone to Buffalo."

"Who is your father?"

"Walter L. Sessions, a man well known in New York state."

"Have you any business?"

"I am a newspaper correspondent."

"A newspaper correspondent!" with an air of utter disbelief.

"Yes," I said determinedly, for I was beginning to get a little courage. "Yes, I am well known in Buffalo. If you will wire any of the newspaper offices—the *Express*, the *Courier*, the *Times*, I don't care which, any one of them will gladly identify me. I have worked for the *Express*. Telegraph to the Buffalo chief of police to send to the *Express* and find out who I am."

During this conversation the detective had asked me if I had another check. I said "No," and at once handed him the bag which hung at my belt, telling him to look for himself. From this bag he took a pass made out to me by the W. N. Y. &

P. R. R. from Panama, N. Y., to Buffalo and return. With this was a type-written letter, sent with the pass, from Joseph Fellows, general passenger agent of that road, and addressed to me at Panama, N. Y. These the detective handed to Sergeant Rebum. He glanced at them and, assuming his fiercest air, said:

"You got these in Buffalo to-day?"

"No," I said, "I did not."

"Yes, you did," he thundered.

"Why, no, I did not. Can't you see for yourself that the letter is addressed to me at Panama, N. Y., the place from which I came this morning?"

"Where's the rest of the pass?"

"The conductor took off the coupon this morning. That which you have is the return pass."

The detective was obliged to explain this to Sergeant Rebum before he could quite comprehend what had been done with the rest of that pass. He also took from my bag a check from the Chicago *Herald* and one from the National Park Bank of New York, both payable to my order. I had a copy of the new publication, "Short Stories," in which was one of my stories, with my name attached. I tried to show this to the sergeant, but he would not even look at it. As I handed my keys to the detective to open my trunk, I called their attention to the initials "E. S. T." on the trunk, whereas the message from Buffalo said that the trunk was marked "E. M." The detective searched my trunk and, finding nothing which by the wildest stretch of imagination could be termed "valuables," restored my keys. To brother detectives who had come in and were staring at me as if I were some new species of wild animal, I heard him say:

"There is absolutely nothing against her but the number of the check."

About this time Sergeant Rebum rose to heights of magnanimity and said:

"I will wire Chief of Police Morin in Buffalo, telling him who you say you are, and on his reply will depend my decision."

Accordingly this message was sent:

"We find check on woman who says she is Editor Sessions Tupper, and that she has been correspondent of the Buffalo *Express*. She has also a pass from Panama, N. Y., to Buffalo and return by the W. N. Y. & P. R. R. Is this the woman you want?"

After this was sent I discovered that one or two messages had been sent from Chief of Police Tom Young, of Niagara Falls, Ont., who was, of course, acting under Morin's orders from Buffalo. I at once said:

"I know Mr. Young, and he is a friend of my husband. Please telegraph him. He will surely come to my rescue."

At first Rebum would not consent, saying the message to Morin was sufficient. But I begged so earnestly that he finally yielded, and, about an hour after the message went to Morin, wired Young, telling him whom he had in custody, and even giving him my husband's name, so that there should be no misapprehension on Young's part.

For two hours and a half of untold agony I sat there, my eyes fixed upon the clock, waiting for the answers to these messages.

Once, when I asked Rebum to send for Mr. ——, he coolly answered:

"Oh, this despatch to Buffalo is enough. If your friends were in the next room I should hesitate about calling them in. The fewer people who know about this now the better. I wouldn't worry my friends in the states about it either, if I were in your place."

I was dumb—literally speechless. I said to him as we sat there waiting:

"You surely would not lock me in a cell down-stairs among the criminals."

He replied indifferently:

"I have only one place for prisoners."

At last—nearly 1 o'clock—a messenger boy ran up the stairs with a telegram. My heart seemed to stop beating, and through a mist I saw the room—the open door—the next room, where, with folded arms and a pitying expression on his face, stood a young, fair-haired detective, the only one who had given me a kind word through all

that fearful ordeal—and Rebum bending his dark face over the yellow document.

"He wants me to hold you," were the words I heard, "but I'm not going to do it. It would be as absurd to hold you as it would be to hold a man. I don't believe Morin ever went near the Buffalo *Express* office to find out who you are."

He paused. The fair-haired detective—God bless him!—sent me a kindly smile, and gradually the blessed truth stole upon me that I was not to be locked up in a cell.

"Wait a moment," said Rebum, suddenly. "Give me your keys."

Once again I saw my poor, simple little cotton and muslin frocks tumbled over and the mysteries of my wardrobe laid bare. Then I broke down and sobbed aloud, but only for a moment or two, for Rebum's sharp "Now there's no use of your doing that," quickly made me summon all my pride. He replaced the articles in my trunk; then taking up the telegram, read it slowly aloud. It was in substance as follows:

"One of our officers leaves for Toronto at 11 o'clock. Wilson girl has short hair, or switch tied on behind. Trunk contains silk dress, lace dress, gold watch, jewelry, towels, night-gowns. *Hold this woman anyway.*"

I hope every free American citizen who reads this story will carefully note the malicious insanity of this message. Morin gave a test by which Mary Wilson could be positively identified, but added, "Hold this woman anyway." No matter if she be innocent, hold her; you've got her in your power, hold her, make her suffer all you can.

And right here I want to give Sergeant Rebum all the justice due him. Harsh and autocratic as he was, I can never forget that he had the humanity to release me in the face of that peremptory and cruel order from Buffalo.

"Take off your hat and let me see your hair," he said.

I obeyed. The only beauty with which nature has gifted me is wonderfully long and thick hair. I unpinned the plaits and

let them down. Even then the sergeant could not believe his eyes.

"That's a switch tied on, isn't it?" he asked.

Then I removed the string which confined my hair close to my head, and the two braids fell over my shoulders—indisputably my own hair and not another's. With a half-muttered exclamation of disgust Sergeant Rebum tossed Morin's message on his desk.

"You are discharged," he said.

I put up my hair, pinned on my hat, asked him to call a carriage and send a man with me to my sister-in-law's house. He said that he would himself accompany me. As we turned into the street which led to my destination he remarked confidentially that if he were in my place he would not tell my sister-in-law what had happened. I replied that I most certainly should tell her and all my other friends.

"What would you do, sergeant," asked one of my friends, "if your wife or daughter had been treated like this?"

"I would push it to the last extremity," was his prompt reply.

Such is a chapter of international outrage. I give it to the American public for their consideration. I especially beg American men to remember that their wives, sisters or daughters may be subjected to just such fearful ordeals unless the police system of this country is radically reformed. I would respectfully call my government's attention to the manner in which an American citizen may be treated in a foreign city—refused a privilege which would scarcely be denied a suspected nihilist in Russia.

And if, by giving my sad story to the reading public, I can in any remote fashion shield one sensitive, refined woman from the agony, shame, suspense, indignity and torture I endured on that frightful night I shall feel that I have not told it in vain. . EDITH SESSIONS TUPPER.

TO EMPLOY only one kind of flower to ornament a table is said to be the latest fashion in the way of flower decoration.

THE RAILROAD Trainmen's Journal.

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SUBSCRIPTION—ONE DOLLAR PER YEAR,
IN ADVANCE.

L. W. ROGERS, *Editor and Manager.*

DECEMBER, 1890.

THE Great West reprints one of our illustrated articles and refers to the Trainmen's JOURNAL as "one of the best labor journals in the world."

THE failure of the recent B. L. E. convention to adopt federation and henceforth march in the ranks of the railroad labor alliance has unquestionably caused a feeling of bitter disappointment throughout the west. There is no question that the west is almost unanimously for federation, and that the feeling is by no means confined to that section of the country.

In this fact lies the concern of the federated orders. If the B. L. E. was unanimous in its rejection of federation it would put a different phase on affairs.

To the large number of friends who have written the editor personal letters offering congratulations for the very encouraging attitude of the last convention toward the JOURNAL, and the confidence in the business management implied by making the liberal appropriation to purchase a first-class printing establishment, we wish to say that the letters are sincerely appreciated, and that the unusual amount of work on hand compels us to substitute this general acknowledgment for the personal reply they should receive.

AT the joint convention of the Railway Carmen of America held at Topeka, Kan., in September last, the organizations which were established at Minneapolis in 1888 and at Cedar Rapids in 1888 were consolidated. The delegates wisely concluded that there was not room in the United

States for two such organizations, and by taking this course they will undoubtedly produce the best results. W. H. Ronemus, Cedar Rapids, Ia., was elected Grand Chief Carman, W. S. Mibseember, of St. Joe, Mo., Vice Grand, and S. Keliher, Minneapolis, Minn., Grand Secretary and Treasurer. The new constitution has been issued and proves that those who drafted it are keeping step with the labor movement of the day. This infant Brotherhood already has 21 lodges, with 1,000 members, and will undoubtedly move rapidly forward to an important position among labor organizations. Any information regarding the Brotherhood can be obtained by addressing the G. S. and T., S. Keliher, Minneapolis, Minn.

WITHOUT taking space to explain at great length it will be easily understood by all our readers that no great amount of fine editorial work can be presented in the JOURNAL for awhile. This is the season of greatest activity in a periodical's business affairs as things usually run, and when there is added to it the selection of a large printing establishment, with the time it takes to compare the bids of many houses, the placing of the blank paper contract, which runs to nearly four hundred dollars per month, the selection of a large variety of job stock, the bargaining necessary in leasing a building, the fitting it up after it is secured with freight elevator, skylights, partitions, foundations under the machinery, etc., superintending the placing of the machinery, employing the new force of help, getting out the new designs for the JOURNAL, and a hundred things of lesser importance, including the moving of the entire JOURNAL office, as it now stands, to the new building—when all this is added to the regular business it will be seen that the editor's time for editorial work will be decidedly limited until things are running smoothly.

It is the intention to make a superhuman effort to get out the January number with the new plant and thus have the volume of 1891 uniform. It may be a little late, but

that is nothing new. Don't expect perfection immediately or you may be disappointed. Where everything is new it is unreasonable to look for too much. When the Golden Gate special made its first trip from Omaha to San Francisco in 1888 the most careful and elaborate arrangements were made by the management, but the special was away behind time before it reached Cheyenne. But that was only a new enterprise under old conditions; ours is a new enterprise under new conditions. Of course we must expect something to go wrong. The electros will blur, or the folder won't register, or the cutter will lose its edge, or the engine won't steam, or paper will be delayed, or some of the material will be missing, or something else occur to cause delay. The first month will, of course, be the worst. Every letter of the JOURNAL, including all the matter that now stands from month to month, will have to be set up in the new type. That includes the entire directory, advertising, etc., and is only one of many items of extra work for the first issue. We are undertaking a pretty big enterprise, but all we ask is a little patience.

He Feels Confident.

The editor of the *U. P. Magazine* still hopes against hope and continues to frantically wave his red light in front of the locomotive of national federation. Bro. Corbin probably wonders why no attention is paid to the signal, and we don't mind letting him into the secret. Just a bad case of color-blindness, Bro. Corbin. You have mistaken a green light for a red.—TRAINMEN'S JOURNAL.

Whether it is a green light or red we trust that Bro. Rogers and his followers and conferrees will remember that a danger signal is intended, and when disaster comes, as we are confident it will, that they had timely warning of it.—*U. P. Employe's Magazine*.

Journal Premiums.

The premium offer made in this issue of the JOURNAL should be well understood. In the first place *every lodge* will receive ten per cent. of all subscription money sent in from its territory. The full amount

of \$1.00 for each subscriber will be sent to the JOURNAL, and at the end of the fiscal year (Aug. 31) a draft will be sent the Financier for ten per cent. of the receipts from his lodge. At the same time a report will be sent to each lodge showing the work done by the JOURNAL Agent and the amount of money received from his lodge on subscription.

The special premiums, the largest of which is one hundred dollars in cash, go to the agents who send in the largest number of subscribers for the year. In securing his list he is at liberty to get all the help he can from any persons he can induce to assist him. Any JOURNAL Agent who does not wish to enter the contest should turn the business over to some member who is willing to try it, and then be sure to notify this office, sending the name and address of the brother who takes his place. The second premium goes to the second best list, and so on down. Don't forget that every agent who sends in ten names will get a prize whether there are larger lists or not. In other words you have to get only ten names in order to be sure of one of the premiums.

End of the Federation Discussion.

The *Union Pacific Employes' Magazine* has given it up, evidently. The national conventions have all come and gone, and federation, as established by the Supreme Council, came out on top when the log stopped rolling. The November number of the *Magazine* contains a rather tame reply to the article in the October JOURNAL, and while indicating its intention to bring the discussion to a close, suggests that the present plan of federation has never really been tested, and vaguely hints at disasters for the future.

The JOURNAL is also willing to drop the discussion here. Indeed, there is nothing further to discuss. The question has been fully and fairly debated in the columns of the labor press, and national federation has won its victory. The early conventions of the various organizations endorsed it, and at the B. R. T. convention—the

latest for the year—the last hope was crushed out of system federation. The editor of the JOURNAL then offered the following resolution:

"Resolved, That the work of S. E. Wilkinson, Ed. F. O'Shea and W. G. Edens, who were delegated by the Columbus convention to meet representatives of the Brotherhood of Locomotive Firemen and the Switchmen's Mutual Aid Association in the city of Chicago in June, 1888, and draft a plan of federation, is hereby approved."

It was unanimously adopted by the convention, there being not one dissenting voice. Many times during the past year it was said by the supporters of system federation that the Brotherhood of Railroad Trainmen had never formally accepted the plan adopted by the Supreme Council, nor expressd its approval of the work of its delegates to Chicago. But the question is now settled. Four great Brotherhoods have declared for federation, and national federation. There is nothing left for system federation to do but kick, gasp and die.

SEND the JOURNAL to your mother or sister or brother a year and get the premium chart for yourself free of cost and postpaid.

Great Men from the Ranks of Toil.

Rich men have very little to be proud of. Great wealth, as a rule, is inherited instead of acquired. The Goulds, Stewarts, Girards and Fisks are the exceptions and not the common order of things. The ordinary rich men—the social bloods of our cities commonly called the upper ten—cannot lay claim to ever having done anything for the world further than to wear fine clothes that others have woven and drink prime wines that others have made.

The rich as a class have never given the world an intellect, but from the ranks of toil have come the intellectual giants who have attained distinction. In the history of our own country this is particularly true. Our statesmen, philosophers, orators, poets, artists, inventors and generals have invariably been rocked in the cradle of poverty. Webster and Clay, two of the brightest of American statesmen, were extremely poor in youth. The same can be said of the philosophers, Franklin and Emerson. As to orators, there is not one

who has reached distinction in this country but who has come from the ranks of the toilers. Phillips, Beecher, Ingersoll, Goff and Henry—they will compare favorably with any the world can name. Of the poets who have made American literature delightful reading, Longfellow, Whittier, Saxe, Bryant and Holmes knew nothing of aristocratic surroundings. Benjamin West, who gave colonial America the major part of her reputation for true art, drew his first picture in a garret. We have many inventors of whom to be proud, and they have invariably come from the ranks of toil. Elias Howe, who conferred an incalculable benefit on the world by the invention of the sewing machine, lived for years in poverty. Eli Whitney, who added millions to the world's wealth by inventing the cotton gin, knew what it is to want, and Thomas Edison, undoubtedly the greatest inventor the world has ever produced, began life as a newsboy. Among the list of presidents and generals very few can be found with aristocratic antecedents. Nearly all, like Jackson, Grant and Lincoln, were from the homes of the lowly.

There is a reason for all this. Poverty is a hard master, but it trains with effect, and the school of experience gives the best education that can be had. As a rule the children of the rich rely upon money rather than mental ability. The luxurious life they lead naturally tends toward effeminacy, and when they come into competition with the sturdy sons of toil they are easily distanced in the race.

L. W. ROGERS in *The Patriot*.

THE B. R. B. chart which we are offering free to any person who sends us one new subscriber at \$1 per year, is a beautiful lithograph in six different colors and gold, and would not be out of place in a drawing-room. It shows in striking scenes the perils of the trainman's life and should be on the walls of every railroad man's home. The price was formerly one dollar but we can not now sell it. We will give you one for each new name sent to our subscription list.

Biennial Conventions.

At the Los Angeles convention it was decided to take a vote of the subordinate lodges to determine whether the Brotherhood shall hereafter hold biennial instead of annual conventions. This vote is to be taken in each subordinate lodge on blanks furnished by the G. S. & T. and will be counted at the March meeting of the Board of Grand Trustees.

There seems to be many good reasons why the Brotherhood of Railroad Trainmen should adopt this time, labor and money saving improvement rather than continue in the old rut. In the first place a convention is a source of direct taxation upon every member of the Brotherhood. It costs a great many thousand dollars to hold a convention. This expense falls either directly or indirectly upon the members of the subordinate lodges and the seldomer it occurs the better. There are probably very few lodges that will get off this year for less than one hundred dollars each, and a number will exceed one hundred and fifty. It is probably a fair estimate to say that about two hundred delegates represent a cost to subordinate lodges of an average of one hundred dollars each. The roll call does not show that many at any one session but counting the sick, absent, etc., and those who leave early and those who came at the last day, as well as those who start and return before reaching the convention, two hundred in total is not far from correct. The item of delegates' services, then, is about twenty thousand dollars a year. But that by no means completes the expense bill that the Brotherhood must pay. A building must be rented in the heart of a great city for the business sessions and an Opera House for the opening. Bands and carriages for the parade, the hundreds of incidentals necessary on such an occasion, and the time of several men two or three weeks making the preparations soon runs up to a formidable sum.

But before all this we have the expense of reports of the grand lodge officers.

This is a very important item. It increases business in the offices to an astonishing degree. Just prior to the last convention the force of clerks was increased and two stenographers were worked steadily for three weeks. Even then important mail was side-tracked and business delayed. Then came the cost of printing voluminous reports, setting forth the business done during the year by six grand officers besides the type-written report of the Board. When we consider the numerous items of small expense, the pay of the five trustees for something more than a month at four dollars a day apiece and expenses and the time of six grand officers at from two thousand to three thousand dollars per annum each, it is easy to see that a convention cannot cost the members less than thirty thousand dollars; for besides all that has been mentioned there is a large amount of printing to be done after adjournment, including the proceedings and about fifty thousand new constitutions. There can be no doubt that a convention costs the Brotherhood as much as thirty death assessments and this money comes either directly or indirectly from the pockets of the members. There is not the least necessity for holding one every fall. This large sum of hard earned money can and ought to be retained by the members.

But entirely aside from the question of cash there are other reasons for biennial sessions instead of annual that are quite as important. The first of these is the serious interruption of business caused by a convention—an upsetting of routine work that should come just as seldom as possible. In the G. S. & T. office and also the JOURNAL office business must come and go with the regularity of clockwork. Every train brings its load of mail every day in the year, that, in the interests of good business management requires prompt attention and any delay causes annoyance, loss of time, and frequently loss of business for the future. All the officers come in to make out their reports and organization of new lodges is suspended. The

Grand Master likewise leaves the road and grievances demanding immediate attention must be postponed a month. When the convention is over the grand officers return to find a month's business accumulated, and with the new business coming steadily in they are fortunate indeed if everything has resumed the regular order by the first of the coming year. Counting from the time of beginning preparations until the offices are again running smoothly, the period of "tearing up" lasts from August to January.

This, however, is only one of many counts against frequent conventions. The question of transportation is one of the utmost importance. In his last report the Grand Master warned the Brotherhood that it is becoming extremely difficult to get so much transportation and get it so often. Labor organizations are becoming numerous and the memberships large. The demand upon the railroads for free transportation is so heavy that in justice to themselves the companies are compelled to be cautious. The railroad men of the United States now enjoy almost absolutely free transportation and it is of such inestimable value to them that the boon should be carefully guarded and fostered and everything possible done to make the cost to the companies as light as possible. The B. L. F. recognized this fact four years ago and decided at once on biennial conventions—a course that their experience has now shown to be successful.

With all these reasons for biennial conventions and none against them, why should we not leave the old rut for the better plan that is a proven success with the B. L. F. and which the late S. M. A. A. convention decided to ask the members of that order to adopt? We would save money, we would save time, we would save work, we would have time to understand the constitution before it was torn up by the next convention, we would stand better with our employers on the transportation question, we would all work to a better advantage, we would then

grow faster, we would have less to pay for being members, we would have a much better representation at our conventions, and we would be up with the times. Let us cast our votes for progress and improvement.

CORRECTION: On page 706, twenty-second line, read "procured" for "borrowed." Same page, second column, second line, read "ultimate" for "legitimate."

Where Does the O. R. C. Stand?

We reprint below the reply of Grand Chief Conductor Clark to the above question which was propounded by the JOURNAL in October. We have no desire to enter into any controversy on the subject and are pleased to note the friendly tone and sensible position of Brother Clark. We have very little to say in reply. It is unnecessary. We simply wished to have a public declaration from the highest authority on the question that is so much disputed. We knew, of course, that the O. R. C. has recently taken a proper position in several instances in working with other orders, but it was particularly in regard to its feeling about and attitude toward federation that we desired to get some information. The last paragraph of Brother Clark's reply seems full of hope. There has been no question in our mind about the position of the present administration. The only doubt is whether it has the full and cordial support of the membership, and this is why we emphasized the phrase "as an organization." Now the question arises, Why, if it has this support, did it not insert the striking clause in its constitution? Such a course would have settled all doubt then and there. Until such a definite course is taken the O. R. C. can hardly complain if its position is questioned by other organizations. The present constitution and the position claimed for the organization by Brother Clark certainly do seem decidedly paradoxical. But, as he says, such radical reforms must have time, and with their next convention but six months away

it is but fair to have a little patience. We believe they will find the entire labor world unwilling to throw the least obstacle in the way of improvement and progress by any labor organization.

I notice an editorial in the RAILWAY TRAINMEN'S JOURNAL for October, with the above heading, and I desire to express a few of my ideas on the subject in response to the inquiry of Brother Rogers. "For a number of years" the Order pursued what was considered by the other labor organizations and by many of us within the ranks of the Order a mistaken policy. Until within the past three years those who considered the (then) policy of the organization as wise and proper were very much of a majority, and by virtue of that majority were enabled to dictate laws and elect officers in the Grand Division year after year. At Toronto in '88, the opposition to the policy being pursued first took tangible shape, and by persistent work among the members succeeded in converting so many that at Rochester in '90, the most obnoxious portion and greatest stumbling blocks in the way of success as an organization were removed by overwhelming majorities. As Brother Rogers says: "The labor press offered congratulations" and the congratulations of none were more acceptable or more thoroughly appreciated than those of the RAILWAY TRAINMEN'S JOURNAL. "Labor stood ready to forget the past and hope for the future." Allow me to ask Brother Rogers what has occurred to cause anyone to change that opinion? In the several instances (within the past six months) when the members and officers of the B. of R. T. and the O. of R. C. have joined hands and issues against the railway companies in question, has there been any occasion for doubt as to where the O. of R. C. stood? Was there any question as to where the O. of R. C. stood on the Arkansas Pass a few days ago?

"The chief executive gives it out cold at Savanna that he cannot pledge the O. R. C. as an Order." Why not make that clear, Brother Rogers, and state that the above statement concerned the point of "federation" only, and state further what the Grand Officers of each other railway labor organization know, viz.: That the matter of federation was referred by the last Grand Division to a committee to report upon at the next Grand Division, and that as chairman of that committee, in order to get all the information possible upon the subject before the committee, I have invited the Grand Officers of all other rail-

way labor organizations to meet with said committee. No need for anyone to wonder "which side will be on top in the future, and whether the new element that has at last gained temporary notice will be able to maintain its position." The notice gained by the new element was gained by reason of the ideas entertained by them on the vital points at issue, being indisputably right as compared with the past administration of affairs in the Order, and for the further reason that these ideas were conceived in conviction and born in deliberation. For these same reasons there will be nothing of a temporary nature about the recognition, and for these same reasons the element will beyond any question maintain its position even though the present exponents of their ideas may prove unequal to the undertaking and be supplanted by those better fitted. An old maxim says: "Great reforms work slowly." It would not be at all surprising if some of the minor details necessarily attendant upon so radical a change of policy should be overlooked or delayed for a time. "As an organization," the O. R. C. has declared for protection and as an organization may be relied upon as possessing intelligence enough to enact the necessary laws or take necessary action to maintain that position and to legislate for the best interests of the American conductor.

We desire no "prestige with the employers" that is born of sycophancy or any of its kin. We, in common with the other organizations expect to wield a prestige as an honorable, self-respecting, reasonable organization, devoted to the interests of our members, ready at all times to assert their rights or to resent injustice or wrong.

"As an organization" we will do these things, and "as an organization" we will go to any lawful extreme to prevent *anyone* or any company from "walking all over us." "Other publications" have said very many uncomplimentary things about the Order on many occasions. I do not propose to dig up the past or harbor any resentment for that which is past, but, paradoxical though it may seem to them, the O. R. C. has adopted a policy of protection and a policy that will enable it to join hands with its contemporaries and assist in working out the salvation of the American railway employees. This policy will be pursued and persevered in; if mistakes are made every effort will be made to prevent a repetition and the O. R. C. will stand "in line" and keep pace with the times regardless of the strenuous efforts of some to place it in the position of "Ishmael."—E. E. Clark, in *The Railway Conductor*.

On the same question the editor of the *Railway Conductor* comments at some length. We regret that we have not space to reprint it in full, but give what he says on two important points. In explanation of the "apology" we have the following:

"There has been no authoritative statement by any one, that the Order was not on a "strike basis" so far as the meaning of the *Journal* in using the term is concerned. There was a statement made during the Grand Division that was intended to contradict the falsehoods that were being circulated by interested members and to convince the nervous members that by eliminating the strike clause, the Grand Division had not resolved itself into a band of rioters and that they would not be immediately involved in a causeless and expensive war that was, according to those same interested members to be immediately precipitated by the western element. Immediately after the election, it was given to the press and loudly proclaimed by certain ones, that Clark was a radical, a dynamiter and in fact a very "bad man" who would immediately cause more trouble than all others combined could cure. That these reiterated reports had considerable effect was openly apparent to the members of the Grand Division and it was also apparent to them that unless something could be done to allay suspicion and restore the confidence of the members through the east generally, that the expectations of those who had even then planned to lead a revolt would be fully realized and the Order would be split in twain. This much by way of explanation of what some of those who are not particularly friendly to the Order are pleased to call its "apology" for eliminating the strike clause and while the action of the Grand Division, necessarily taken in haste, may not have been as wise as it would have been with more time for deliberation, it accomplished its object and the much talked of secession dwindled to less than 200 members and many of those are returning. The Order is not now upon a "strike basis" if the words are to be understood as meaning going around with a chip on its shoulder, daring every one to "knock it off" and talking of what we will do "if they, (railway officers) don't come to time." It is however on a strike basis if those words are understood to mean that its members will no longer submit to injustice and injury under a mistaken belief that they are "tied up" or under teaching that "they can't do anything."

As to federation these lines from the *Conductor* will be of great interest to our readers:

"It is our opinion that the first choice of the majority is system federation, but we freely admit that this opinion is likely to be influenced to some extent by personal preference, and other officers of the order believe that the choice is for national federation. Certain it is, that any statement by any one that members of the Order would repudiate any but system federation is not authoritative, nor is there at present any reason except personal opinion for any one to make any such statement."

Samples Ready Jan. 1.

Our pamphlet showing styles of type and designs used in invitations, programmes, cards, etc., will be ready about January 1, or a little earlier. One will be mailed to any address on receipt of six cents in stamps. Orders will be filled in the order in which they are received. You can order now.

Bound Volumes 1890.

We can furnish only a limited number of bound volumes of the JOURNAL for the closing year, 1890. What we can furnish, however, will be sold at about the cost of binding, mailing, postage, etc., and orders will be filled as they are received until the small supply is exhausted.

Half Library, (leather back and corners)... \$1.50
Full Leather—Sheep or Am. Morocco..... \$1.00

Your name in gilt on cover 10 cents extra.

The volumes for 1890 will be ready for shipment Dec. 10th. It is an unusually handsome one as it contains sixty illustrations, fifteen of which are portraits of people prominent in the labor world. The advertisements and directory are removed, excepting the directory for December. A complete index is added to the book. The order must be accompanied by the money for which a receipt will be sent you. If name is to be printed on cover, please write it very plain so that no mistake will occur.

THERE are still a number of the B. R. B. charts to be given away as premiums. One will be sent postpaid to any person, whether a JOURNAL agent or not, who will send the name of one new subscriber to this office. The price of the chart is \$1 and the price of the JOURNAL is one dollar, but a single dollar will secure them both.

THE premium B. R. B. chart is suitable to frame and hang in your parlor.

Premium List.

The following premiums will be given by the TRAINMEN'S JOURNAL for subscription lists for the year beginning Sept. 1, 1890, and closing Aug. 31, 1891:

For best list	\$100 00 cash.
For 2d best list	50 00 cash.
For 3d best list	25 00 cash.
For 4th best list	15 00 cash.
For 5th best list	10 00 cash.

For the next *forty-five* lists

The Cosmopolitan One Year.

SPECIAL TO THE LADIES.

For only 2 names "War of the Roses."

Clubbing List.

During the month of December the great majority of readers select their reading matter for the coming year. We have made up a small but most excellent list to choose from. The TRAINMEN'S JOURNAL clubs only with strictly first-class periodicals, and any of those named will more than please you. Do not forget that if you are now receiving the JOURNAL you may deduct its price from the sum given in the right-hand column. Thus any five-dollar publication can be ordered for four dollars, while the *Cosmopolitan* (undoubtedly the most popular magazine in the United States) can be secured for \$2.00. The latter offer is limited by the publishers. Persons who do not receive the JOURNAL can not secure any of these publications for less than the price given in the right-hand column. Begin the new year with some of these excellent periodicals. Orders to begin with the January number should reach us as early as possible in December:

	With	
	Regular Trainmen's	
	Price.	Journal.
The Cosmopolitan.....	\$2 40	\$3 00
The Century.....	4 00	5 00
Puck.....	5 00	5 00
Judge.....	5 00	5 00
The Statesman.....	2 00	2 75
The Forum.....	5 00	5 00
The Arena.....	5 00	5 00
North American Review.....	5 00	5 00

Persons now receiving the JOURNAL, whether members or outside subscribers, may deduct one dollar from the combination price, or they may order the JOURNAL sent to some other person.

Send all orders to

TRAINMEN'S JOURNAL,
Galesburg, Ill.

THE RAILROAD TRAINMEN'S JOURNAL for 1891 will be handsomer and more entertaining than ever. It will be larger and neater. It will be more handsomely illustrated. It will be newsier. It will be fresher. It will have more departments. It will have more regular contributions. It will be printed and bound and mailed by the latest improved machinery. In short, it will be up with the times and the powerful organization that owns it.

THE National Mutual Building and Loan Association, of New York, whose advertisement appears elsewhere in this issue, is spoken of by the *Station Agent*, Cleveland, Ohio, as follows: "We cheerfully recommend the National Mutual Building and Loan Association of New York to our readers, and station agents who feel so inclined could not do better than to write for details to the party mentioned. The Association is backed by men of undisputed financial integrity. Mr. J. Edward Simmons, the Second Vice-President, is particularly well known throughout the country. He is President of the 4th National Bank, as well as President of the Board of Education in New York, and ex-President of the Stock Exchange."

ONE of the most useful and interesting books for railroad men that has been published recently is the "American Railway." It is written by the most eminent authorities in all branches of railroad work, and handles the whole field of railroading in a satisfactory manner. Among the subjects treated are the building of railways, feats of railway engineering, articles on railway management, safety in railroad travel, prevention of railway strikes, the railway mail service, every day life of railroad men, and how to feed a railroad system. The book is handsomely bound and printed upon heavy paper, showing first-class workmanship throughout. It contains 225 illustrations, 13 maps and 19 charts, a number of which are in colors. A very interesting feature is the series of maps showing the railway development in the United States from 1830 to the present day. Published by Chas. Scribner's Sons, New York City. Price, \$5.

HAND BOOK OF CALCULATIONS FOR ENGINEERS, FIREMEN AND MACHINISTS. By N. NAWKINS, M. E. This book is intended for both reference and instruction in the first principles of the mathematics of steam engineering. The opening parts teach first, how to write and read figures, and from this primer-like commencement the work proceeds to give the elements of arithmetic, mensuration, geometry, algebra, etc., all illustrated with examples of calculations relating to the every-day problems of the engineer. Beginning with natural or mechanical philosophy, in which the primary powers are mentioned and briefly described, the lever, wheel and axle, the pulley and inclined plane, are illustrated with figures, examples and description very necessary to be known. Next follow as general subjects thermo dynamics, or heat power, i. e., the power which is obtained by burning fuel; horse power, with copious rules for its calculating, both engines and boilers, and of every variety; pumps, with many practical "points" in their management and calculations; steam, description and figures relating to this main subject; injectors, gravity, strength of materials, with useful tables, and many other things of equal interest. The work is published in 10 parts, handsomely and strongly bound in stiff covers. Price, 25 cents each. In book form, \$2.50. The work contains 336 pages and 150 diagrams and illustrations. Published by Theo. Audel & Co., 91 Liberty street, New York City.

On the Road.

FIREMAN JOHN KILLIAN was killed in a wreck at Birmingham, Ala., Oct. 21.

ON Oct. 27 Ed Bond, brakeman J. M. & I., fell beneath the cars near Seymour, Ind., and was killed.

ENGINEER CAREY and Brakeman Laird were killed in a wreck near Beach Tree Junction, Pa., Oct. 26.

YARDMASTER Frank Kearne of Pueblo was run over and killed by a Rio Grand engine Nov. 18th.

THOMAS CALLAHAN, a C. B. & Q. fireman, fell from his engine near Rio, Ill., Oct. 25, and was killed instantly.

W. L. HOWELL, brakeman Missouri Pacific, fell between the cars near Independence, Mo., Oct. 25, and was killed.

JOSEPH JONES, of Danville, Ill., while braking on the C. & E. I. Railway, was knocked from the top of a car and killed, Nov. 13.

JESSE JOHNSON, brakeman Santa Fe, was thrown from a train by a waterspout, near Hutchinson, Kas., Oct. 29, and killed.

SWITCHMAN PETER RYAN was run over at the D. & R. G. yards in Leadville, Colo., Oct. 18, receiving injuries which resulted in death.

HARRY STEELE, a Burlington brakeman, fell from a train near Lincoln, Neb., Oct. 14, and was fatally injured. He died the following day.

W. S. EMBRY, brakeman N. C. & St. L., had his arm crushed while making a coupling at Nashville, Tenn., Oct. 21. The injury proved fatal.

ENGINEER PATRICK KELLY was scalded to death in a wreck on the C. B. & Q. near Malden, Ill., Nov. 14. Brakeman A. O. Arnold was severely injured.

ON Oct. 14 a wreck occurred on the Illinois Central at Mounds Junction, Ill., in which Engineer VanPatton was badly scalded and Fireman Robert Stewart seriously hurt.

A COLLISION on the B. & O. near Bellaire, Ohio, occurred on Nov. 14, killing John Watson, engineer, and James Fleisher, fireman. Also Fireman J. Barrett was fatally scalded, and Thomas Burke, a trainman, was fatally injured.

A DISASTROUS wreck occurred near Cincinnati, Ohio, Oct. 22, which resulted in the death of John Pimlott, engineer, Firemen Welsh and Gould, and Brakeman John E. Montgomery. Three other persons also met their death.

AN accident on the Chicago & Erie road near Huntington, Ind., Nov. 16, resulted in the death of Engineer A. Tookey, Fireman R. E. Chapins, and fatal injury of Brakeman De Kay. An engine and twenty-two cars were wrecked.

BRAKEMAN Wm. Weishance was run over and killed at Kangley, Ill., Nov. 5th.

ENGINEER JOHN NUCKELS was killed in a wreck near St. Charles, Ky. Oct. 12th.

BRAKEMAN GEO. M. LEACH was killed at the Third Street crossing, Sioux City, Oct. 30

FIREMAN JAMES DOYLE was killed in a collision on the Reading near Rosches Ford, Nov. 2.

CONDUCTOR BEN. KERNICKT was seriously injured in a derailment at Annville, Pa. Nov. 12th.

CONDUCTOR LEWMAN was killed in a wreck in Tunnel No. 26 on the Cincinnati Southern, Oct. 30th.

CONDUCTOR SAM. L. ADAMS, of the Chicago & Erie, was killed while coupling cars at Kinton, Nov. 16th.

CONDUCTOR ENGLISH and Brakeman Smith were seriously injured in a wreck on the S. P., Nov. 2nd.

BRAKEMAN JAMES GOBLE of the Santa Fe had his left foot cut off while switching at Savinal, Nov. 10th.

BRAKEMAN C. A. FEIGEL fell from his train near Pacific, Mo. on the Missouri Pacific, Nov. 11th and was killed.

SWITCHMAN STEPHEN BUSHELL, of the Wabash yard at Moberly, had his feet crushed while switching, Oct. 30.

CHARLES STEWART, conductor, fell between the cars while switching near Carmi, Ill., Oct. 20, and was mortally injured.

ENGINEERS CHAS. ELDREDGE and Sam. D. McDonald were seriously injured in a collision on the Old Colony road Nov. 11th.

ON Nov. 18th, a runaway gravel car and a passenger train collided at Birmingham, Ala. Conductor John Carney was instantly killed.

ON Oct. 30th, a collision occurred between a passenger and freight train near Brookline, Mo. on the Frisco, resulting in the serious injury of Engineer Schlepler.

IN a rear-end collision on the C. St. P. & K. C. at Elkton, Minn., Nov. 14, Conductor Pennerman, Brakeman Callahan and Fireman Rolfe were instantly killed.

TWO FREIGHT TRAINS collided near Lake City, Minn. Oct. 12th, on the Milwaukee. Conductor Will Day and Fireman McKamerlin are reported fatally injured.

ENGINEER JOHN MCFADDEN and Fireman Tim Neil were killed in a wreck on the Southern Pacific, Nov. 12th, near Lake Labish, Oregon. Among the injured were Capt. Jack Crawford. More than one hundred persons were on board the train when it went through the trestle.

A FREIGHT TRAIN on the Kansas City, Wyandott & North Western went through the bridge over the Kaw River at Kansas City, Nov. 17th. Fireman Fred Allen was killed and Engineer Chris. Patch seriously injured. Brakeman Thos. Mulligan, Conductor H. Pickney and Brakeman D. T. Whittleth were severely injured.

Railroad Notes.

THE Rock Island's gross earnings for October are reported at \$1,766,000.

SINCE Sept. 1st the Texas & Pacific has handled 225,000 cars of cotton.

THE GREAT NORTHERN has ordered 50 locomotives of the Baldwin works.

THE gross earnings of the Union Pacific for September were over \$4,000,000.

THE gross earnings of the Santa Fe for October are reported as \$4,164,000.

IT is estimated that the New York Central strike cost the company \$750,000.

A RUMOR says that the entire Mackey system is to be absorbed by the Big Four.

WM. O'SHEA, of Como, Colo., is to become General Yardmaster for the U. P. at Denver.

JOHN SCOTT, the inventor of cabs for locomotives, died in a street car in Baltimore recently.

THE work of making a standard gauge of the Chicago, Ft. Madison and Des Moines is now in progress.

A STOCK train on the Wabash recently made the run from Kansas City to Chicago in 16 hours and 10 minutes.

THE annual convention of the American federation of labor will be held in Detroit, beginning Dec. 8th, 1890.

THE MISSOURI PACIFIC claims to have made a run from Pueblo to Eads, a distance of 110 miles in 121 minutes.

THE Steubenville extension of the Huron & Lake Erie, about 40 miles in length, has just been opened for traffic.

THE Toledo, Findley & Springfield road has been purchased by the Cincinnati, Hamilton & Dayton for \$16,000 per mile.

The first broad gauge train over the D. & R. G. and Rio Grande Western from Denver to Ogden, reached Salt Lake Nov. 18.

THE STATES commonly known as "the South" now have about 40,000 miles of railway. One half of this has been built since 1880.

IT is said that the Cheyenne and Northern will be completed Dec. 1st and will connect with the Fremont, Elkhorn and Missouri Valley road.

THE conductors of the parlor cars on the C. M. & St. Paul have been notified of a reduction of \$20 per month from their munificent salary of \$40.

THE first locomotive of Pike's Peak Cog Railway reached the summit of Pike's Peak on Sunday, Oct. 20, and the last spike was driven the following day.

THE Russian government has decided to commence work immediately on the Trans-Siberian railway. This is the road Geo. Kennan thinks is entirely impracticable.

BARNUM's circus was in a wreck on the Covington & Mason road early in November, and it is estimated that the company will have a damage bill to pay amounting to about \$125,000.

AN EXCHANGE says that the Southern Pacific company have all the front truck wheels of passenger engines made in Germany and made with Krup steel tires. The tire may break but will not leave the wheel.

WM. D. ROBINSON, the founder of the Brotherhood of Locomotive Engineers, died on November 8th from cancer of the stomach. He was the first chief executive of the organization, and up to a very recent date has been a conspicuous figure at the numerous meetings of railway employees.

The Brotherhood.

THE secretary of No. 23 wishes us to announce that the December dues of that lodge will be \$3.

D. S. HECKER, Galesburg, Ill., wishes the address of S. M. Percival, formerly of Division 210, O. R. C.

H. ARNOLD is requested to correspond immediately with the secretary of No. 30 on important business.

BRAKEMAN JAS. REYNOLDS had three fingers cut off his right hand while coupling cars at Matteson, Ill., Nov. 14.

JOS. MONTAGUE, of No. 364, fell from his train at Green Forest on the C. & N. W. Oct. 10th, and was killed. He was a charter member of that lodge.

BRO. PARROTT, of No. 317, writes of the marriage of Bro. J. F. Bowen and the death of Bro. T. J. Boudreaux, who fell from his train at Orange, Tex., Nov. 1.

WE have a letter from Bro. C. H. Peters giving the details of the death and burial of Bro. Wm. Sturgess, of No. 199, who was killed by falling from his train and being run over, Nov. 13th.

MRS. Z. WILLIAMS, 201 Sotell street, Los Angeles, Cal., will be thankful for any information regarding the whereabouts of her son, Bro. Ed A. Williams, who was last heard of at Texarcana.

WE have been duly notified under lodge seal by No. 4, Chicago, Ill., that their former financier, Andrew McCabe, has been expelled for defrauding the lodge and for conduct unbecoming a gentleman.

W. L. HOWELL, who was returning to his home from a visit and was killed by falling from his train, was a charter member of No. 35, Galion, Ohio. Our space will not admit of the publication of the resolutions.

THIS is the season of social entertainments, and we are indebted to the following lodges for invitations: No. 10, Marquette, Mich., Nov. 21, third annual ball; No. 114, Effingham, Ill., Nov. 26, fourth annual; No. 31, Salida, Colo., third annual; No. 155, Herrington, Kan., first annual; No. 348, Eldon, Ia., first reception; No. 325, Salt Lake City, Dec. 18, first annual ball; No. 206, Desota, Mo., Dec. 17, first annual ball; No. 272, Marceline, Mo., Thanksgiving ball; No. 357, Waukesha, Wis., Dec. 31, first annual; No. 186, Hornellsville, N. Y., Thanksgiving ball; No. 217, Newton, Kan., Thanksgiving ball. The latter sends also a beautiful souvenir engraving commemorating the event. Those interested in social entertainments should remember that after December 15th the TRAINMEN'S JOURNAL will be prepared to do the most artistic work in this line. No other establishment in the United States will be so well equipped to do printing and engraving for railroad organizations.

The Following is a Statement of Claims Paid in the Month
of October, 1890.

No. of Claim.	PAID TO	RESIDENCE.	Amount of Claim.
984.	I. J. Sands.	St. Louis, Mo.	\$ 1,000 00
985.	Mrs. Annie Minders.	Easton, Pa.	1,000 00
936.	A. E. Robins.	Eldorado, Kas.	1,000 00
927.	D. Shouchenessy.	Erie, Pa.	1,000 00
938.	James McConnell.	Milwaukee, Wis.	1,000 00
939.	Mark Wilson.	Springfield, Mo.	1,000 00
940.	R. E. Hinchee.	DeSoto, Mo.	1,000 00
941.	F. Ferer.	Alliance, Ohio.	1,000 00
942.	C. J. Baars.	Stevens Point, Wis.	1,000 00
943.	W. L. Allen.	Newark, N. J.	1,000 00
944.	W. B. Moran.	Macomb, Ill.	1,000 00
945.	John Driscoll.	Great Bend, Pa.	1,000 00
946.	J. A. McFarlin.	Salida, Colo.	1,000 00
947.	Patrick Monahan.	Albany, N. Y.	1,000 00
948.	Leonard Mathews.	Bloomington, Ill.	1,000 00
949.	C. H. Weaver.	Albany, N. Y.	1,000 00
951.	Mrs. Josephine Marithew.	Elmira, N. Y.	1,000 00
962.	Fannie J. Martin.	Harvard, Neb.	1,000 00
963.	Wm. Green.	Smiths Falls, Ont.	1,000 00
956.	G. B. Abernathy.	Birmingham, Ala.	1,000 00
957.	Mrs. Annie Comford.	Waynesville, Ohio.	1,000 00
958.	Mrs. Jennie Lewis.	Somerset, Ky.	1,000 00
959.	C. H. Johnson.	Milwaukee, Wis.	1,000 00
960.	W. Michell.	Irvington, Ill.	1,000 00
Total.			\$ 24,000 00
Amount in Beneficiary Fund October 1st, 1890.			\$ 36 05
Amount received during month of October, 1890.			30,608 00
Total.			\$ 30,644 05
Amount paid in Claims during month of October, 1890.			24,000 00
Amount in Treasury in Beneficiary Fund November 1st, 1890.			\$ 6,644 05

MRS. J. A. PATTERSON, of Chicago, died Nov. 7. She has been an invalid for a very long time. Brother Patterson will have the fullest sympathy of the members of Nos. 30 and 15, to which lodges he formerly belonged. Since leaving Denver he has been located in Chicago, and has been master of No. 70 since its organization.

THE union meeting held recently in Wagner's Opera House, Garrett, Ind., is reported as a very successful one. The local press says that as early as 7:30 in the evening every seat was taken and standing room could have been sold to the highest bidder. Among the speakers were Hon. L. S. Coffin, Grand Chief E. E. Clark, O. R. C., and Grand Master F. P. Sargent, B. L. F. A union meeting was also held recently at Sedalia, Mo., but we have not been favored with the particulars from any one who attended.

Expulsions and Suspensions REPORTED TO NOVEMBER 25TH, 1890:

For causes other than non-payment of dues:
LODGE NO. LODGE NO.
2. Jno. M. Lyons. \$ 179. Lee Grashaber. +
339. J. P. Hoffman. + 350. A. Edwards. +
350. E. A. McDonnell. + 358. L. R. Markert. +
222. Jno Cain. + 357. L. W. Ainsworth. +

†Robbery.

†Fraud.

†Contempt.

*General principles.

SUSPENSIONS.

LODGE NO.
43. Jos. B. Carson, 90 days, drunkenness.
127. J. L. Connors, 30 days, unbecoming conduct.

READ our clubbing list in this issue and select your reading matter for 1891 while it can be had at such a profitable discount.

YOU can't make a more appropriate present to your friend than either the JOURNAL or the B. R. B. chart, and you can get them both for one dollar.

YOU can't do a better thing for the Brotherhood than extend the circulation of the TRAINMEN'S JOURNAL. Try it and secure one of the prizes offered.

THE "War of the Roses" given as a premium by the JOURNAL is a water color 11x16 inches, and retails at fifty cents. It is not a chromo nor a cheap daub of any kind, but is an exquisite bit of art that arouses admiration wherever it is seen. It represents seven pretty children, just old enough to toddle into the garden, pummeling each other with roses. It is all in natural colors and its striking beauty can not be described. Read the premium list.

*** Grand * Lodge ***

Brotherhood of Railroad Trainmen.

December Assessment Notice Nos. 94 & 95—\$2.00.

OFFICE OF GRAND SECRETARY AND TREASURER,

To Subordinate Lodges: GALESBURG, ILL., DECEMBER 1st, 1890.

Dear Sirs and Brothers:—You are hereby notified of the following claims:

NAME.	No. of Lodge.	CLAIM.	DATE.	CAUSE.
+962.. Samuel Law.....	223	Disability ..	1887 Nov. 19 1888	Abcess in groin, result of injurles received switching.....
+963.. Henry H. Young.....	71	Disability ..	Nov. 10 1889	Run over; spine, hips and legs injured.....
+964.. H. B. Germain.....	220	Disability ..	Jan. 25	Insanity from injurles received in railroad
+965.. J. T. Childers.....	181	Disability ..	July 1	Blindness
+966.. A. J. Bell.....	302	Disability ..	Aug. 16	Fell from train; spine and hip injured.....
+967.. A. J. Finn.....	45	Disability ..	Aug. 20	Run over, legs crushed.....
+968.. T. A. Foley.....	295	Disability ..	Dec. 5	Incurable consumption
+969.. Frank X. Smith.....	269	Disability ..	Dec. 31 1890	Incurable consumption
+970.. Bert Kent.....	82	Death.....	Mar. 3	Dropsy
+971.. E. H. Kyle.....	3	Death.....	Mar. 21	Consumption
+972.. Michael Lee.....	194	Death.....	May 25	Typhoid fever
+973.. Joseph Matthews.....	296	Death.....	July 15	Struck by engine; killed
+974.. A. M. Cain.....	274	Death.....	July 17	Killed in railroad accident
+975.. Tobias Compton.....	94	Death.....	Aug. 15	Killed in railroad accident
+976.. Chas. Phillips.....	94	Death.....	Aug. 17	Fell from train; killed
+977.. Wm. J. Fox.....	223	Death.....	Aug. 22	Fell from train; killed
+978.. W. C. Burbridge.....	6	Death.....	Aug. 23	Killed coupling cars
+979.. J. J. Rice.....	46	Disability ..	Aug. 26	Run over; right leg amputated
+980.. James Petty.....	229	Disability ..	Aug. 28	Fell from train; left leg amputated
+981.. J. Voeller.....	25	Death.....	Aug. 30	Killed coupling cars
+982.. D. H. Lynch.....	92	Disability ..	Sept. 6	Run over; right leg amputated
+983.. J. M. Merkle.....	156	Death.....	Sept. 7	Consumption
+984.. John Carpenter.....	186	Death.....	Sept. 9	Killed coupling cars
+985.. J. R. Huff.....	167	Death.....	Sept. 11	Killed in railroad accident
+986.. A. F. Beckendorf.....	292	Death.....	Sept. 13	Run over; killed
+987.. John Dundon.....	261	Death.....	Sept. 13	Run over; killed
+988.. Wm. A. Sperry.....	201	Death.....	Sept. 14	Run over; killed
+989.. Dennis Finn.....	40	Death.....	Sept. 16	Run over; killed

The amount of TWO DOLLARS will be due from your Lodge for each Member thereof in good standing December 31st, 1890, as per General Rule No. 17, Grand Lodge.

The Financier must forward this assessment to the Grand Lodge on or before the 5th day of January, 1891, for every Member who has paid December dues. See Article XIX., Constitution of Subordinate Lodges.

Fraternally Yours,



GRAND SECRETARY AND TREASURER.



■ By the Seventh [Annual] Convention allowed and ordered paid.

Brotherhood Directory.

GRAND LODGE.

8. E. WILKINSON..... Grand Master.
 P. H. MORRISSEY..... First Vice Grand Master.
 T. T. SLATTERY..... Second Vice Grand Master.
 C. N. TERRELL..... Third Vice Grand Master.
 W. A. SHEAHAN..... Grand Secretary & Treasurer.
 L. W. ROGERS..... Editor and Manager Journal.
 Headquarters—GALESBURG, ILLINOIS, U. S. A.

BOARD OF GRAND TRUSTEES.

- CHARLES T. SALISBURY, (Chairman); 716 East Main street, Galesburg, Illinois.
 CHARLES W. FLANDERS, (Secretary); 63 Cathcart street, Hamilton, Ontario.
 JOHN O'ROURKE, 15 Rockwell street, Dorchester, Massachusetts.
 JOHN C. GLENN, 14 Island avenue, Allegheny City, Pennsylvania.
 M. S. BOGERT, 222 Broadway, Ft. Worth, Texas.

SUBORDINATE LODGES.

- 1 EUGENE V. DEBS, Oneonta, N. Y.
 Meets 1st & 3d Sun 2 p m, I O R M Hall, cor Main & Chestnut streets
 Master—J R Kearney, 42 Broad st
 Sec'y—T W Day, 2 Fair st
 Fin'r—W H Allen, 16 Franklin st
 Journal Ag't—H S Brown, 20 W Broadway
- 2 PROTECTION, Phillipsburg, N. J.
 Meets 2d & 4th Sun, 1:30 p m, in O U A M Hall, Bel Del depot, 3d floor
 Master—Ira M Stiles
 Sec'y—Daniel Young, b 399
 Fin'r—E E Carhart, b 399
 Journal Ag't—E E Carhart, box 399
- 3 CAPITOL CITY, Albany, N. Y.
 Meets 2d Sun 8 p m, last Sun 2:30 p m, K of P hall, 50 State st
 Master—Frank Crouse, 19 3d ave
 Sec'y—J D O' onnell, 278 Green street
 Fin'r—Jno Nichols, 136 Broad
 Journal Ag't—M J Hanifin, 62 Lawrence
- 4 W. M. HOBBS, Chicago, Ill.
 Meets 1st & 3d Sunday, 1:30 p m, Forrester's hall, cor 51st and Wentworth st
 Master—M C Keeler, 4888 Butterfield st
 Sec'y—J O'Keefe, 73 Ada st
 Fin'r—J W Olden, 5030 School st
 Journal Ag't—C B Shearer, cor 51st & State sts
- 5 SALINE, Slater, Mo.
 Meets 1st, 2d, 3d and 4th Fridays, Odd Fellows' Hall
 Master—F K Lemon
 Sec'y—Barry Glebert
 Fin'r—R P Moore
 Journal Ag't—J W Jones
- 6 T. J. POTTER, Aurora, Ill.
 Meets 2d & 4th Sun, 2 p m, B of R T hall, No 5 So Broadway
 Master—J E Briggs, 379 S Water st
 Sec'y—Wm P Watkins, b 323
 Fin'r—T D Freeman, 15 N Root st
 Journal Ag't—Wm Chittenden, 180 River st
- 7 A. A. HOBART, Altoona, Wis.
 Meets every Wed eve B of L F Hall
 Master—F A Sturdivant box 175
 Sec'y—Andrew Kittleson, b 175
 Fin'r—Henry Wilkey, b 175
 Journal Ag't—Dave Finn

8 VICTORIA, Stratford, Ont.

- Meets 2d and 4th Sun, 2 p m, Foresters' hall, Ontario st
 Master—Frank Murphy, box 117
 Sec'y—Matthew Fleming, box 117
 Fin'r—W H Dunbar, box 117
 Journal Ag't—R A McCathy, box 117

9 G. W. SANBORN, Mason City, Ia.

- Meets 1st Sun p m, 3d Mon eve, K of L hall, cor Main and Fourth Sts
 Master—John Stanton
 Sec'y—Frank W Huribut
 Fin'r—Frank Scott
 Journal Ag't—Albert Stone

10 L. L. HOOD, Marquette, L. S. Mich.

- Meets 2d & 4th Sun 2 p m, K of P hall, Washington st
 Master—John R David, 408 w Michigan st
 Sec'y—Geo Haviland, 213 W Superior st
 Fin'r—Geo Reedy, 213 Superior st
 Journal Ag't—Robt T Dory, 614 S 4th st

11 ISLAND CITY, Davenport, Ia.

- Meets 2d Sun 2 p m & 4th Mon 9:30 a m, Forest Block, 4th & Brady st
 Master—Ed Dee, 546 31st, Rock Island, Ill
 Sec'y—J W Kelley, 1924 W 4th st
 Fin'r—R Gillett, 1205 37th st Rock Island, Ill
 Journal Ag't—J T Ryan, 3014 5th ave, Rock Island, Ill

12 NE PLUS ULTRA, Ottumwa, Ia.

- Meets 2d & 4th Mon 2 p m, K of P hall, cor Main and Green Sts
 Master—F P Le Hueret, 1005 Wabash ave
 1636 E Grand ave, Ottumwa la
 Sec'y—G B Huycck, 615 E Millis st
 Fin'r—Mike Kelly, 734 E Main st
 Journal Ag't—J W Reed, 313 Ash st

13 HAWKEYE, Des Moines, Ia.

- Meets alternate Mondays 9:30 a m, B of L K hall, 415 E 6th st
 Master—Joe Gibbons, 744 W 9th st
 Sec'y—A E Stephenson, 221 E Main
 Fin'r—C A Gardiner, 822 E Market st
 Journal Ag't—Joe Gibbons, 744 W 9th st

14 L. L. PELTIER, Montreal, Quebec.

- Meets 2d & 4th Mon 7:30 p m, Lomas' Hall, cor Wellington & Richmond sts
 Master—Samuel Pugh, 43 Magdalen St, Point St Charles, Que
 Sec'y—J A Samson, 616½ Wellington st, Montreal, Que
 Fin'r—Patrick Carleton, 358 Liverpool st, Point St Charles, Que
 Journal Ag't—J Barker, 6 Grand Trunk st, Point St Charles, Que

15 GATE CITY, Denison, Tex.

- Meets every Wed 7:30 p m, B of R T hall, 408 Main st
 Master—A T Hutchison, 325 E Chestnut st
 Sec'y—S Oliver, 312 E Munson st
 Fin'r—Geo Nevius, 312 E Munson st
 Journal Ag't—J Robertson, 317 E Chestnut st

16 NEW ALBANY, New Albany, Ind.

- Meets 1st & 3d Sunday, 9 a m, A O U W hall, cor State & Market sts
 Master—A Monahan, 100 Sycamore st
 Sec'y—Pat Maroney, 284 K Sixth
 Fin'r—C W Toliver, 202 E 4th st
 Journal Ag't—Jas Miller, 17 W 3d st

17 GULF, Ft. Scott, Kan.

- Meets 2d and 4th Sun, 2 p m, K of P Hall, cor 2d & Main Sts
 Master—E B Keeling, 20 S Barbee
 Sec'y—L S Hayal, 728 E Wall st
 Fin'r—W J Wilken, 20 S Barbee
 Journal Ag't—W J Wilkin, 20 S Barbee st

- 18 PRAIRIE QUEEN, Sedalia, Mo.**
Meets every Wed, 7:30 p m, Hart's hall, 908 E 3d st
Master—J A Chettle, 918 E 4th st
Sec'y—A Smith, 1516 E 5th st
Fincl'r—N Moshier, 616 E 12th st
Journal Ag't—P O Davis
- 19 T. S. BEELER, Brookfield, Mo.**
Meets every Mon, 1 p m, I O O F hall, Main st
Master—G H Weston
Sec'y—R Wise, box 370
Fincl'r—C H Plum, box 84
Journal Ag't—J S Bruner
- 20 SOUTHWESTERN, Trenton, Mo.**
Meets every Tues, 2 p m, O R C Hall, Elm st
Master—M Murray
Sec'y—C Michael
Fincl'r—D A Meeder, box 307
Journal Ag't—C G Stevenson
- 21 JAMES HARVEY, Youngstown, O.**
Meets every Fri 7 p m, B R B hall, 23 W Federal st, over 1st National Bank
Master—James Butler, 682 Pine st
Sec'y—J W Hoover, 845 Lawrence st
Fincl'r—Joseph Sutton, 103 Barclay st
Journal Ag't—W S Hoover, 828 Marshall
- 22 WOLVERINE, Battle Creek, Mich.**
Meets every Sun, 2 p m, B R B hall, 10 W Main st
Master—John Bowie, 64 Warren st
Sec'y—M H Chadwick, 72 Beach st
Fincl'r—W H Snell, 248 E Main st
Journal Ag't—A Waddell, 10 Pittie st
- 23 A. G. AMSDEN, Elkhart, Ind.**
Meets 1st & 3d Sun, 2 p m, I O O F Hall, Main street
Master—D F Loudenslager, 330 St Joseph st
Sec'y—F A Benham, 121 Division St
Fincl'r—C W Sackett b 445
Journal Ag't—F A Benham, 121 Division st
- 24 C. E. JUDGE, Galesburg, Ill.**
Meets 1st Saturday and 3d Friday, 8 p m,
A O U Hall, E Main st
Master—R J Powers, lock box 554
Sec'y—Walter Campbell, 410 E Main st
Fincl'r—E L Burke, 727 E 2d st
Journal Ag't—H Turner, 88 Lincoln st
- 25 CANNON BALL, Beardstown, Ill.**
Meets 1st and 3d Sunday, 2 p m; 2d and 4th Monday, 7 p m, O R C hall, Main st
Master—D I McCarthy, box 340
Sec'y—G F Murphy, box 746
Fincl'r—O L Rolfe, b 816
Journal Ag't—D A Flanigan
- 26 BURLINGTON, Burlington, Ia.**
Meets alternate Sun 1:30 p m, A O U W hall, cor 5th & Jefferson sts
Master—W A Wheeling, 701 S 8th st
Sec'y—J L Dugger, 901 S 6th st
Fincl'r—M McKenny, care Q Baggage Room
Journal Ag't—C Hassman, 521 S Main st
- 27 ENTERPRISE, Peoria, Ill.**
Meets 2d & 4th Sun 2 p m, G A R hall, 105 S Adams St
Master—J R Lamson, 212 Johnson
Sec'y—V Knox, 1100 N Adams
Fincl'r—C Schwerin, 424 Johnson st
Journal Ag't—Wm H Morrison, 718 S Adams
- 28 LAKEVIEW, Creston, Ia.**
Meets 1st & 3d Mon 2 p m, G A R hall, Montgomery st
Master—G V Alexander, 403 S Vine
Sec'y—J F Oldham
Fincl'r—W E Cartwright
Journal Ag't—Joe Crowder
- 29 PLATTE RIVER, North Platte, Neb.**
Meets 3d Tues of each month, I O O F hall, cor Spruce & 6th sts
Master—F J Dentler
Sec'y—O E Hughes
Fincl'r—J B Jetter
Journal Ag't—
- 30 SNOWY RANGE, Denver, Col.**
Meets every Thursday 7:30 p m, in hall over Strauss' clothing store, 1628 Larimer st
Master—E L Warren, 1608 Vincent st
Sec'y—L J Dunham, box 2108
Fincl'r—J W Bordner, 827 Murdoch st
Journal Ag't—C H Metzger, Lindell Hotel
- 31 SANGRE DE CRISTO, Salida, Col.**
Meets 1st, 2d, 3d, 4th Wed 7:30 p m, Fraternity hall
Master—J D Hogsett, box 616
Sec'y—W M Campbell, box 616
Fincl'r—J W Hardy, box 899
Journal Ag't—J W Hardy, box 599
- 32 PIKE'S PEAK, Pueblo, Col.**
Meets every Sun, 2:30 & 7:30 p m alternately,
B L F hall, cor High st & Union ave
Master—C McPeake, box 634
Sec'y—Geo A Taylor, box 634
Fincl'r—R F Thorp, box 634
Journal Ag't—J C Asbury, box 634
- 33 H. C. BOUGHTON, Andrews, Ind.**
Meets alternate Tues & Wed, 7:30 p m,
Young's Hall
Master—Harry Martin
Sec'y—Harry Wood
Fincl'r—J G Brown, box 207
Journal Ag't—F J Leonard
- 34 PROSPERITY, Moose Jaw, N. W. T.**
Meets 1st & 3d Tues, B R T hall
Master—H G Hubbell
Sec'y—T J Hannah
Fincl'r—Jno Waddell
Journal Ag't—F Garnham
- 35 BUCKEYE, Galion, O.**
Meets 1st and 3rd Mon 7:30 p m; 2nd and 4th Sun, 2:30 p m, I O O F hall, cor Main st and Public Square
Master—W E Rrett, box 471
Sec'y—R Patterson
Fincl'r—W H Price, box 749
Journal Ag't—J S Heis
- 36 PARLOR CITY, Binghamton, N. Y.**
Meets 2d Saturday 7:30 p m, 4th Sunday 2:30 p m, K of H hall, 103 Court st
Master—Henry Gilroy, 2 Abbot st
Sec'y—M J Ryan, 86 Liberty st
Fincl'r—Chas B Niles, 29 Munsell st
Journal Ag't—A H Compton, 45 Broad ave
- 37 F. H. PHILLIPS, West Albany, N. Y.**
Meets every Tuesday, 7:30 p m, Van Duycke Hall, 70 Watervliet Ave
Master—Henry Pleiffer 492 Elk st, Albany, N Y
Sec'y—W L Gleason, 769 Livingston ave
Fincl'r—Geo E Field, 29 Allen st, Albany, N Y
Journal Ag't—Louis Hoff, 62 Watervliet ave, Albany, N Y
- 38 TRENTON, Trenton, N. J.**
Meets alternate Sundays, 2 p m, Concordia hall, 33 W State st
Master—Jno P Stout, 15 Grant Ave
Sec'y—Harry W Priest, 32 Grant ave
Fincl'r—Asa F Spicer, 34 R R ave
Journal Ag't—Jas Gordon Jr, 215 Perry st

- 39 EUREKA, Palmerston, Ont.**
Meets 2d & 4th Sun, 2 p m, I O O F hall
Master—J W Morgan
Sec'y—Jas Allan
Fin'r—J S Burton
Journal Ag't—John Robertson
- 40 MIDDLETOWN, Middletown, N. Y.**
Meets alternate Sundays, 8:30 a m, A O H Hall, 14 North St
Master—J C McMickle, Railroad Ave
Sec'y—Chas Doell, 297 North st
Fin'r—L V Cannon, 103 Linden Ave
Journal Ag't—Fred Kimmel, 201 North st
- 41 STATE CENTER, Clinton, Ill.**
Meets 2nd & 4th Sun 9 a m, Engineers' hall, Masonic Block
Master—H J Smith, b 26
Sec'y—Jno Poland
Fin'r—James Waldie, b 48
Journal Ag't—W E Banks, box 19
- 42 KEYSTONE, Harrisburg, Pa.**
Meets every Sunday at 1:30 p m, in B R T Hall, cor Broad and Merion sts
Master—W W Walters, 1518½ N 4th st
Sec'y—F H Mikie, 420 Meunch St
Fin'r—W A Wharton, 1702 N 7th st
Journal Ag't—W A Spotts, 456 Kelker st
- 43 SUNBURY, Sunbury, Pa.**
Meets 1st & 3d Sun 1:30 p m, 2d & 4th Mon 7:30 p m, Haupt's hall, Market st
Master—George W Jett
Sec'y—Chas A Miller
Fin'r—Michael Leighow, box 284, Northumberland, Pa.
Journal Ag't—Chas Orner
- 44 L. C. FOSTER, JR., Boodhouse, Ill.**
Meets every Saturday, 1:30 p m, B L E hall, northeast cor of Square
Master—P G Deyo
Sec'y—Chas Donnelly
Fin'r—J F Bowersock, box 66
Journal Ag't—C E Scott, box 367
- 45 FUTURE GREAT, St. Louis, Mo.**
Meets 1st & 3d Sun 1:30 p m, Elks' hall, People's Theatre building, cor 6th & Walnut sts
Master—W F Devoe, 911 Chouteau ave
Sec'y—J M Long, 1832 Park ave
Fin'r—Oscar W Simonds, 4366 Vista ave
Journal Ag't—H J White, 415A S Evington, St Louis, Mo.
- 46 LOVERS' LEAP, Hannibal, Mo.**
Meets every Saturday 7 p m, I O O F hall, cor Broadway and Main sts
Master—B L McKay, 5th st south
Sec'y—W T Broderick, cor Broadway & 5th
Fin'r—I G Heward, lock box 43
Journal Ag't—Geo E Harrel
- 47 UNITY, St. Thomas, Ont.**
Meets every Sun, 2 p m, B L E hall, Talbot st
Master—John Haslem, box 519
Sec'y—W G Knowles, box 519
Fin'r—Thos W Graham, box 519
Journal Ag't—G Jackson, box 1813
- 48 GOLDEN BELT, Topeka, Kan.**
Meets 1st & 3d Sun, 2:30 p m, A O U W Hall, No 3, 418 Kansas Ave
Master—Tho Moore, 215 Branner st
Sec'y—Ed Quigley, 330 Lake st
Fin'r—C A Horn, 412 Locust st
Journal Ag't—J R Horn, 414 Locust st
- 49 BIG ROCK, Little Rock, Ark.**
Meets 1st & 3d Sun, 9 a m, 2d & 4th Fri, 7:30 p m, Quapaw Hall, cor Markham & Chester sts
Master—J T Wilson, care L R & M Ry, Argenta, Ark
Sec'y—Wm Mohukern, Riverside ave
Fin'r—D L McNew, care L R & M Ry, Argenta, Ark
Journal Ag't—Chas A Ray
- 50 T. A. MOREAU, South Quebec, Quebec.**
Meets 1st & 3d Sun, 2d & 4th Mon, B of R T hall, St Lawrence st
Master—J Oulette
Sec'y—H Moreau
Fin'r—J Gasselin
Journal Ag't—J Connelley, So Que, Levis P Q
- 51 GLACIER, Donald, B. C.**
Master—J S Babbitt, box 3
Sec'y—W F Ogilvie, box 3
Fin'r—John Hopgood, box 3
Journal Ag't—D A Armstrong, box 3
- 52 C. SPANGLER, San Antonio, Tex.**
Meets 1st & 3d Wed 2 p m, 2d & 4th Sat 8 p m, Jonsev' Hall, 601 Austin st
Master—F B Griffin, 408 Grand ave
Sec'y—Wm Polain, 327 9th st
Fin'r—J C Brim, 306 Burleson st
Journal Ag't—W M Houck, 1115 Ave D
- 53 J. N. WOODS, Emporia, Kan.**
Meets every 1st & 3d Mon 1 p m, 2d & 4th Sun 1 p m, G A R Hall, s w cor Commercial, st and 4th ave
Master—Harry Coombs
Sec'y—W S Ripley, 717 Congress st
Fin'r—J Simmons, 314 West st
Journal Ag't—J Simmons, 314 West st
- 54 NICKEL PLATE, Bellevue, O.**
Meets 2d & 4th Mon 7:30 p m, 2d & 4th Mon 7:30 p m, Tremont Hall, Main st
Master—John Garigan
Sec'y—C W Fisk, b 375
Fin'r—E C Martin
Journal Ag't—H M Belsom
- 55 HUNTINGTON, Huntington, Ind.**
Meets 1st & 3d Sun, 9 a m, 2d & 4th Mon 7 p m, 3d floor over Mattern's drug store
Master—F G Wells
Sec'y—J J Heavey, box 119
Fin'r—Geo W Westley, box 115
Journal Ag't—C J Brown
- 56 TWIN CITY, Cedar Rapids, Ia.**
Meets 2d Mon 7:30 p m, & 4th Sun, 9:30 a m, B L F hall, bet 1st & 2d ave, on 2d st
Master—C E Herrick, 344 3rd st west
Sec'y—C M Dukes, 45 S 1st
Fin'r—C E Manville, 281 S 8th st
Journal Ag't—C M Dukes, 45 S 1st
- 57 MAGIC CITY, Moberly, Mo.**
Meets every Sun 1:30 p m, Suppe's hall, Reed st, bet 4th & 5th sts
Master—J Cooper, box 656
Sec'y—J F Spencer, lock box 1401
Fin'r—J F Spencer, box 1401
Journal Ag't—Harry Grosche
- 58 OAK RIDGE, Springfield, Ill.**
Every Mon 8 p m, Engineers' hall, 117 & 5th st
Master—Geo O'Beirne, S 12th st
Sec'y—R H Oaks, 504 S 11th st
Fin'r—Geo B Oder, 611 S 11th st
Journal Ag't—A M Vasconcelles, West Jefferson st
- 59 GOOD HOPE, Bucyrus, O.**
Meets 1st & 3d Sun, 10 a m, B L E hall, southwest cor Public Square
Master—Chas Bentz
Sec'y—Wm B Russell
Fin'r—Geo W Haig
Journal Ag't—Vincent Stump
- 60 S. A. WOLCOTT, Dubuque, Ia.**
Meets alternate Sundays, 2 p m, Good Templars' hall, 965 Main st
Master—J C Bartro, 373 Windsor ave
Sec'y—J W Boden, 336 Romberg ave
Fin'r—Thos Toppins, 2140 White st
Journal Ag't—C M Elrath, 1699 Washington st

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61 HURON, Huron, So. Dak.

Meets 2d & 4th Sun, 2 p m, Masonic hall, Dakota ave

Master—D E Glennon, 451 Frank st

Sec'y—C Manville

Finc'r—L A Lawrence, 115 Illinois st

Journal Ag't—L A Lawrence, 115 Illinois st

62 P. H. MORRISSEY, Bloomington, Ill.

Meets 1st & 3d Sun, 2 p m, I O O F Hall, 209

Center St

Master—J H Crawford, 703 Union st

Sec'y—F L Ricketts, 604 W Chestnut st

Finc'r—Ed Mallon, 808 N Oak st

Journal Ag't—H C Davis, 807 N Allen st

63 SOUTHWEST, Everson, Pa.

Meets every Sun, 2 p m

Master—S R Coffman, bx 168, Scottdale, Pa

Sec'y—S F Kane, box 168, Scottdale, Pa

Finc'r—P Anderson, box 168, Scottdale, Pa

Journal Ag't—W H Coughenow, box 168,

Scottdale, Pa

64 PACIFIC, St. Louis, Mo.

Meets 2d Sun and 4th Sun 8 p m; Christen's Hall, 620 Locust st

Master—John T Kelley, 2636 Papin st

Sec'y—Robt J Robinson, 2214 Gratiot st

Finc'r—Jas McDonough, 2618 Bernard st

Journal Ag't—G H Fairchild, 2210 Eugenia st

65 OSAWATOMIE, Osawatomie, Kas.

Meets 1st & 3d Tues 1 p m, 2d & 4th Tues 7 30 p m, A O U W hall

Master—S M Hubbard

Sec'y—A D Spences

Finc'r—J B Meany

Journal Ag't—H W Pollard

66 PROVIDENCE, Providence, R. I.

Meets 2d Wed 8 p m, & 4th Sun 2 30 p m, B L E hall, 26 Exchange Place

Master—Ed R Spinney, 112 Transit St

Sec'y—Jerry McEndy, Valley Falls, R I

Finc'r—Joel A Casavant, care N Y P & B R War Dis Providence, R I

Journal Ag't—Chas E Wheeler, 46 Meridian st, Boston, Mass

67 R. W. BAXTER, Jr., Laramie City, Wyo. Ter.

Meets 1st & 3d Thurs, 7 30 p m; 2d & 4th Sun, 2 p m, K of L Hall, 2d St

Master—J A Davis

Sec'y—C H Evans, box 546

Finc'r—R S Plumb, box 546

Journal Ag't—Jno Crooks

68 SALT LAKE, Ogden, Utah.

Meets every Thurs, 7 30 p m, K of P Hall, 427 24th St, bet Washington & Adams

Master—Geo H Herbert, b 587

Sec'y—H G Maxwell, 2717 Wall ave

Finc'r—A J Johnson, box 844

Journal Ag't—F W Herrington

69 ONTARIO, Oswego, N. Y.

Meets 1st & 2d Sun, B of R B hall, E 3d & Bridge Sts

Master—Joseph Donovan, 239 W 7th St

Sec'y—Frank N Walrod, 25 w Niagara st

Finc'r—Thomas Kelly, 75 W Utica St

Journal Ag't—John C Donahue, 145 E Leneca

70 FEDERATION, Chicago, Ill.

Meets 2d & 4th Sun 1 30 p m at Fitzpatrick hall, cor Robey st & Ogden ave

Master—A J Patterson, 944 W Taylor st

Sec'y—Guy Williams, 142 Loonis st

Finc'r—W S Cooke, 944 W Taylor st

Journal Ag't—Geo W Steel, 744 W 14th

71 WESTERN SHORE, Oakland, Cal.

Meets every Mon 8 p m, Fidelity Hall, cor 7th & Peralto Sts, W Oakland, Cal

Master—H L Martin, 1717 Seward st

Sec'y—G E Gaylord, 1891 8th st, W Oakland

Finc'r—J E Andrews, 910 Pine st, W Oakland

Journal Ag't—G E Gaylord, 691 Oakland st, W Oakland

72 C. P. MORE, Newark, N. J.

Meets every 3d Sun 10 a m, G A R hall, 194

Market st

Master—E D Rahilly, 331 Mulberry st

Sec'y—I F Arnold, 139 Van Buren st

Finc'r—Chas P Moore, 417 7th st, Harrison, N J

Journal Ag't—Theo Nunn, 10 Garden st

73 GOLDEN WEST, Tulare, Cal.

Meets every Tues 1 30 p m, I O O F hall,

Schultz block, cor J & Kern Sts

Master—Wm Carswell

Sec'y—James Cullingham b 41

Finc'r—Geo B Mitchell, box 41

Journal Ag't—Jas Cullingham, box 41

74 PARADISE, Los Angeles, Cal.

Meets every Thurs eve, B of L F hall, Main st

Master—A D Renfra, 209 S Hansen st, E Los

Angeles, Cal

Sec'y—C B Patterson, 431 S Spring st

Finc'r—R S Bodman, 169 S Water st

Journal Ag't—A W Schuster, 1335 Beuena Vista st

75 DETROIT, Detroit, Mich.

Meets 2d & 4th Sun, 2 p m, B of L E hall, cor Woodward & Jefferson Ave

Master—J H Van Fleet, 14 Chapman st

Sec'y—Geo M Nelson, 46 Monroe ave

Finc'r—J E Valentine, 46 Monroe ave

Journal Ag't—Geo W Nelson, 383 St Aubin ave

76 WINSLOW, Winslow, Ariz.

Meets every Wed, B of L F hall

Master—E W Cooper

Sec'y—C D Hopkins

Finc'r—E C Weidner

Journal Ag't—H W Miller

77 GLORIETA, East Las Vegas, N. M.

Meets every Monday, 1 30 p m, K of P Hall

Master—W A Harris, box K

Sec'y—K H Rexstrew, box K

Finc'r—J H Loan, box K

Journal Ag't—E H Rexstrew, Box K

78 RIO GRANDE, San Marcial, N. M.

Meets every Wed, 2 p m, A F & A M Hall, Main St

Master—F C Ready

Sec'y—W S Week

Finc'r—Jas Connors

Journal Ag't—G A M Claffin

79 N. A. SOMERS, Norwalk, O.

Meets 1st & 3d Sun, 1 30 p m, G A R hall, W Main st

Master—C F Swain, 58 Pleasant st

Sec'y—Wm Conold, 42 League st

Finc'r—W A Titus, North Pleasant st

Journal Ag't—W E Stewart, 118 Newton st

80 EL PASO, El Paso, Tex.

Meets every Thurs 7 30 p m, rooms 1 & 2

Myers' Opera House

Master—Bernard Graf, box 181

Sec'y—W B McKeever, 1 b 96

Finc'r—B H Moyer, 613 N Campbell st

Journal Ag't—E W Wales, 1 b 96

81 EVERGREEN, Fort Worth, Tex.

Meets first 2 Saturdays 8 p m, remaining Sat-

urdays 2 p m, B L F hall, S Bush st

Master—M B Bogert, 222 Broadway

Sec'y—Geo W Fritz, 520 Jennings ave

Finc'r—G R Depoyster, 515 Crawford st

Journal Ag't—C L Norwood

82 DANVILLE, Danville, Ill.

Meets 1st & 3d Sun, 1 p m, A O U W Hall, cor Hazel & Main sts

Master—C J Kinlerim, 402 Junction ave

Sec'y—Chas E Smith, 708 Kimball st

Finc'r—Chas A Isbell, cor Kimball & Graysts

Journal Ag't—John Keefe, 519 E Main st

- 83 J. B. RICE, St. Cloud, Minn.**
Meets 1st & 3d Sun, 2 p m, I O O F Hall, cor
5th St & 1st Ave So
Master—Ed Marston, 424 10th ave North
Sec'y—M A Kelly box 216
Fin'r—J H Taylor, 120 Ninth ave north
Journal Ag't—B Sommerville, cor 12th ave
& 12th st north
- 84 LAKE SHORE, Ashtabula, O.**
Meets 2d & 4th Sun, 10 a m, K of H Hall,
Main st
Master—E T Belden
Sec'y—Frank Doyle
Fin'r—Frank Cook, Ashtabula Harbor, O.
Journal Ag't—Thos Porter
- 85 PACKER, Easton, Pa.**
Meets 2d & 4th Sun, 1:30 p m, G A R Hall, cor
3d & Ferry sts
Master—Howard King, 531 Berwick st, So
Easton, Pa
Sec'y—Howard Naylor, 450 Ferry st, S Easton
Pa
Fin'r—Ed McMackin, 615 Wilkesbarre st,
So Easton, Pa
Journal Agent—Howard Naylor, 450 Ferry st
- 86 L. B. BEARDSLEY, Perry, In.**
Meets 1st & 3d Mon 10 a m, I O of R M hall
Master—J L Roberts
Sec'y—J A Pringle
Fin'r—N E Daniels
Journal Ag't—G W Bacus
- 87 C. D. McKELVY, Paterson, N. J.**
Meets 2d & 4th Sun 1:30 p m, Farragut G A R
Hall, 90 Washington st
Master—John Fiery, So Orange, N J
Sec'y—Amos Turner, Wortendyke, N J
Fin'r—L J Jones, 10½ Central Ave, Jersey
City Heights, N J
Journal Ag't—E M Rodrock, 123 Pearl st
- 88 BAY STATE, Worcester, Mass.**
Meets 2d Sun 2 p m, 4th Tues 8 p m, St George
hall, 460 Main st
Master—J F Callahan, box 99
Sec'y—Fred E Dunham, 120 Front st
Fin'r—A O Whitford, b 99
Journal Ag't—F Kane, 86 e Central
- 89 FRANK HIGGINS, Stanberry, Mo.**
Meets 1st & 3d Sun 8:30 a m, 2d & 4th Mon 7:30
p m, Engineers' hall, Park st
Master—D Alcott
Sec'y—H C Brinkley, box 274
Fin'r—H H Wheeler, box 403
Journal Ag't—M Ward
- 90 TROJAN, Troy, N. Y.**
Meets 2d & 4th Sun, 2 p m, cor Clinton st and
Hudson ave Green Island, N Y
Master—Daniel Quinn, Graham Hotel
Sec'y—G H Frederick, 1927 7th ave
Fin'r—John P Ogden, NYC&HRR Frt office
Journal Ag't—Stephen A Parker, 153 Madison
son st
- 91 F. S. ATKINS, Savanna, Ill.**
Meets 1st & 3d Mon, 7:30 p m, 2d & 4th Sun,
1:30 p m, B of E hall, Main st
Master—Frank Toole, Northwestern ave
Sec'y—Geo Cook, 96 Chicago, Ill
Fin'r—Wm L Hyde, box B
Journal Ag't—Harry McKinney
- 92 P. LAVELLE, St. Joseph, Mo.**
Meets 2d & 4th Sun, 1:30 p m, 2d & 4th Tues,
7:30 p m, A O U W Hall, cor 8th & Locust sts
Master—T F Tymon, 1107 S 14th st
Sec'y—D J Sandt, 1118 S 12th st
Fin'r—Jas Fitzgerald, 1413 S 5th st
Journal Ag't—W O Powers, 1121 S 10th st
- 93 HOOSAC TUNNEL, Fitchburg, Mass.**
Meets 2d & 4th Sun, each month, 11:30 a m, G A
R Hall, 129 Main St
Master—W H Ryan, 188 Summer st
Sec'y—W H Aher, 32 Second st
Fin'r—E Nelson, 120 Green st
Journal Ag't—E W Jones, box 24, S Fitchburg, Mass
- 94 E. E. HENDRICK, Carbendale, Pa.**
Meets 1st & 3d Sun, 3 p m, K of L hall, Wall st
Master—G A Kelly, box 142
Sec'y—Geo Auger box 50
Fin'r—Peter Dockerty, 1 b 820
Journal Ag't—F P White
- 95 LACKAWANNA, Scranton, Pa.**
Meets 2d & 4th Sun, 2 p m, G A B hall, 304
Lackawanna Ave
Master—J H McCann, 509 Chestnut st
Sec'y—R C Chumard, 429 Chestnut st
Fin'r—G W Hill, 1304 LaFayette st
Journal Ag't—B Ketchum, 114 Cliff
- 96 ARKANSAS VALLEY, Nickerson, Kan.**
Meets every Sun, 2:30 p m, Masonic Hall
Main St
Master—J F Vaughan, box 338
Sec'y—H Wheeler, box 254
Fin'r—Thos K Sawyer, look b 483
Journal Ag't—Geo F Kinead
- 97 BOSTON, Boston, Mass.**
Meets 2nd & 4th Sun, 2 p m, Ancient Land
Mark Hall, 3 Boylston Place
Master—John E Jones, 17 Cobb st
Sec'y—John O'Connell, 75 A Cambridge st,
E Cambridge, Mass
Fin'r—M J Leonard, 106 Boylston st, Jamaica
Plain, Mass
Journal Ag't—Frank Vigeau, 171 Athens st,
So Boston, Mass
- 98 S. W. MERRILL, Pocatello, Idaho.**
Meets every Thurs 7:30 p m, K of P hall
Master—J A Boyde
Sec'y—E G Gallett
Fin'r—S C White
Journal Ag't—SC White
- 99 LIBERTY ISLAND, Jersey City, N. J.**
Meets 3d Sun 2 p m, Keyser hall, 320 John-
son Ave
Master—B A Clemens, 275 Van Horn st
Sec'y—John T Kelly, 108 Pacific ave, Jersey
City, N J
Fin'r—J W Hoffman, 56 E 115th st, N Y City
Journal Ag't—R Hoagland, 56 Maple, Jersey
City, Lafayette
- 100 OLD HUNDRED, Mauch Chunk, Pa.**
Meets 2d & 4th Sun, 1:30 p m, Stahl hall, 429
South st
Master—Thomas Dougherty
Sec'y—Albert Wildoner, b 291
Fin'r—A H Zanders, box 291
Journal Ag't—Edward McGinley
- 101 ELKHORN VALLEY, Norfolk, Neb.**
Meets 1st & 3d Sun 2:30 p m, I O O F hall
Master—C P Hanrahan, box 98, Long Pine,
Neb
Sec'y—J L Crotty, b 98, Long Pine, Neb
Fin'r—C L Mulford, b 262, Mo Valley, Ia
Journal Ag't—David Wheeler, Norfolk, Neb
- 102 MINNEAPOLIS, Minneapolis, Minn.**
Meets 1st & 3d Mon 7 p m, 2d & 4th Sun 1:30
p m, A O U W hall, 2413 Bloomington ave
Master—R W Humphrey, 1834 22nd st, S Minn,
Minn
Sec'y—H F Aldrich, 2805 16th ave south
Fin'r—A A Clyde, 2825 18th ave
Journal Ag't—Matt Ronan, 254 Virginia st,
St Paul, Minn
- 103 CHAS. J. WAGNER, Dennison, O.**
Meets 2d & 4th Sun 2 p m, A O U W hall, cor
Grant & 3d sts
Master—Harry Forbs
Sec'y—E Thompson
Fin'r—Peter Senft
Journal Ag't—Wm Yates
- 104 CONFIDENCE, Hiawatha, Kan.**
Meets every Sun 2 p m, I O O F hall, Public
Square
Master—F W Miller, box 402
Sec'y—C M Waller
Fin'r—C H Dawley, box 245
Journal Ag't—A Thompson

105 OIL CREEK, Oil City, Pa.

Meets alternate Sunday, 2 p m, C M B A hall,
Sycamore st
Master—T Coughlin
Sec'y—J E McNeerney
Fin'r—J O Tyler, box 62
Journal Ag't—O H Marlin, Silverlyville Pa

106 GOOD-WILL, Allegheny City, Pa.

Meets every Mon, 7:00 p m, B of R B hall, cor
Penn Ave & Bidwell St
Master—Chas Early, 330 California ave, 11th
Ward
Sec'y—Jas F Tobin, 330 California ave, 11th
Ward
Fin'r—J C Glenn, 14 Island ave
Journal Ag't—C D Alexander, 242 Warner st

107 ESTRELLA, Tucson, Ariz.

Meets every Friday 7 p m, A O U W hall, cor
Meyer & Pennington sts
Master—James Marshall, box 347
Sec'y—C K Roller, box 347
Fin'r—Lewis Davis, b 347
Journal Ag't—A C Green, box 347

108 EAST TORONTO, Little York, Ont.

Meets 2d & 4th Sun 2 p m, Fire hall
Master—P Carry, 386 King st, W Toronto, Ont
Sec'y—
Fin'r—R Ironside, 6 Robinson st, Toronto,
Ont
Journal Ag't—D Wagner, Coleman P O, Ont

109 FIDELITY, Logansport, Ind.

Meets every Sun, 9 a m, B of L F hall, cor
Market & 4th sts
Master—Wm Campbell, 519 Ottawa st
Sec'y—Tim Sullivan, 710 14th st
Fin'r—W H Jones, 510 Helm st
Journal Ag't—J E Small, 510 Oak st

110 NAIL CITY, Wheeling, W. Va.

Master—H E Board
Sec'y—Jno Louansey
Fin'r—W C Kalbaugh, 4728 Jacob st
Journal Ag't—M A Brennan

111 H. A. BISHOP, Bridgeport, Conn.

Meets 2d & 4th Sun, 1:30 p m, I O O F Hall,
Cor Main & Bank sts
Master—L P Bristol, 133 Main
Sec'y—J F Brown, 133 Main st
Fin'r—Chas P Bonness, 295 Water st
Journal Ag't—J W Millen, 19 Eagle, st

113 Mt. KILBURN, White River Jet, Vt.

Meets alternate Sat 7:30 p m, A O O A Hall
Master—T O'Brien
Sec'y—A A Adams, Windsor st [Vt
Fin'r—Thomas Foley, box 91, Bellows Falls
Journal Ag't—M M Green, b 245, Windsor, Vt

114 ANNEX, Effingham, Ill.

Meets 2d Sun 10 a m, 4th Sun 2 p m, A O U W
hall, cor R R and High st
Master—F L Wilson
Sec'y—L M Sheppard
Fin'r—H Knudson
Journal Ag't—Ed Lawson

115 E. B. CARE, Freeport, Ill.

Meets 1st & 3d Sun, 2 p m, I O O F hall, Ste-
phenson st
Master—David Daley, 43 Madison st
Sec'y—Jas Kane, 17 Henderson st
Fin'r—Wm Root, 235 Walnut st
Journal Ag't—Wm Lohr, 101 VanBurian st

116 S. G. TILLEY, Mattoon, Ill.

Meets every Sun, 2 p m, I O O F hall, East
Broadway
Master—Wm M Curran, lock box 38
Sec'y—F E Caven, lock box 38
Fin'r—C E Callahan, lock box 38
Journal Ag't—Fred Cole, lock box 38

117 COLUMBIA, Columbia, Pa.

Meets ev Sun 1 p m, B R B hall, 323 Locust st
Master—J M Flora, 283 New Second st
Sec'y—Armor D Bell, 616 Walnut st
Fin'r—Wm Meckley, 32 S 2d st
Journal Ag't—Wm Meckley, 32 S 2d st

118 CHARTER OAK, Hartford, Conn.

Meets 2d & last Sun, 2 p m, B P O E hall, Cen-
tral Row
Master—M G Thayer, 6 Atlantic st
Sec'y—L G Hillman, 1 Orchard st
Fin'r—James Daly, 1 Orchard st
Journal Ag't—C H Curtiss, Bristol, Conn

119 JERSEY CITY, Jersey City, N. J.

Meets 2d & 4th Sun 1:30 p m, Cooper hall, 31
& 33 Newark ave
Master—James Breenan, 158 Railroad ave
Sec'y—J A Keenan, 164 Kai road ave
Fin'r—Chas Womesdorff, 159 Railroad ave
Journal Ag't—A E Bouchet, 17 James st

**120 W. F. HALLSTEAD, Great Bend Vil-
lage, Pa.**

Meets 1st Sun & 3d Sat, at 6:30 p m, Re-
Men's Hall
Master—N J Brown, Hallstead, Pa
Sec'y—Timothy Moran, Hallstead, Pa
Fin'r—Thos Normile, Hallstead, Pa
Journal Ag't—John Barber, Hallstead Pa

121 CENTRAL CITY, Jackson, Mich.

Meets every alternate Sun, 10 a m, Foresters
hall, 204 Main st
Master—J M Wells, 115 Waterloo ave
Sec'y—E W Clark, 307 E Pearl st
Fin'r—W B Cochran, 135 Everhart st
Journal Ag't—H J Wells, 306 Page ave

122 ST. PAUL, St. Paul, Minn.

Meets every Sun 1:30 p m, Rebekah hall,
Odd Fellows' block opposite Postoffice
Master—E W Fulkerson, Come ave, Gt Nor
Ry
Sec'y—R E Johnson, Nicollet Hotel
Fin'r—Thos Clark, 288 Front st
Journal Ag't—L Borto, 582 Fanquier st

123 DELAWARE, Wilmington, Del.

Meets 2d & 4th Sunday, 1:30 p m, G A R hall,
cor 3d and King sts
Master—J C Bice, 329 e 9th
Sec'y—J D McCready, 612 Pine st
Fin'r—W S Chambers, 935 Pine st
Journal Ag't—R J Satterfield, 613 Church st

124 FRATERNITY, Baltimore, Md.

Meets every Sun 1 p m, Sapp's Hall, near
Calvert St
Master—Jas H Taylor, 917 Huntington ave
Sec'y—J D Copenhagen, No 3 N Ann
Fin'r—M G Willhide, 3 N Ann st
Journal Ag't—John P George, 102 Baldwin
st, Woodberry

125 FARGO, Fargo, North Dak.

Meets 1st & 3d Saturday 7:30 p m, Odd Fel-
lows' Hall, cor Roberts st & 2d Ave N
Master—H C Schelmine, 317 Broadway
Sec'y—John B Smith, box 1618
Fin'r—F J Becker, box 1618
Journal Ag't—F J Becker, box 1618

**126 BARNESVILLE NORTHERN, Grand
Forks, North Dak.**

Meets 2d & 4th Sun, K P hall, S 3d st
Master—R Goodwin
Sec'y—D A Carr, box 201, Barnesville, Minn
Fin'r—Wm Prentice
Journal Ag't—C H French, Barnesville, Minn

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127 PYRAMID PARK, Dickinson, Dak.

Meets 1st & 3d Wed, 2 p m, I O O F Hall
 Master—H E Hagerman
 Sec'y—S P Cota, box 122
 Fin'r—R C Hill, box 122
 Journal Ag't—J K Porter

128 MILWAUKEE, Milwaukee, Wis.

Meets 2d & 4th Sun, 1 30 p m, Dueruer Hall,
 479 National ave, cor of 3d
 Master—John Elser, 227 Grove st
 Sec'y—I W Downing, 416 National ave
 Fin'r—J A Paulus, 589 Clinton st
 Journal Ag't—Michael H Lee, 216 Grove st

129 JUBILEE, Ottawa, Ontario.

Meets 1st & 3d Sun, 2 p m, Johnston's Hall,
 Wellington st
 Master—W J Morse, 578 Albert st
 Sec'y—Wm McIntosh
 Fin'r—Arthur Guertin, 32 Ottawa st
 Journal Ag't—W Crawford

130 SUNSET, Portland, Ore.

Master—E H Bristol, East Portland, Ore.
 Sec'y—W B Johnston, box 438
 Fin'r—T J Whitcomb, box 433
 Journal Ag't—C W Ross, Kalma, Wash

131 WHITE HAVEN, White Haven, Pa.

Meets 1st & 3d Sun, Rhunkee's hall, Buffalo st
 Master—Chas Dennis
 Sec'y—Chas E Edwards
 Fin'r—Wm C Feil
 Journal Ag't—Theo Berry

132 J. M. FERRIS, Cleveland, O.

Meets 1st & 3d Sun 1 p m, 2d & 4th Wed 7 p m,
 366 Ontario st, Room 7
 Master—E K Hinkle, 99 Jennings ave
 Sec'y—W E Ayers, 98 Linden st
 Fin'r—L E Shepard, 134 Professor st
 Journal Ag't—E Adams, 103 E North st

133 P. C. GALLAGHER, Olean, N. Y.

Meets every alternate Sun
 Master—M J Donnellan, 196 6th st
 Sec'y—John L Curry, box 201
 Fin'r—L M Forrest, 191 1st st
 Journal Ag't—H Hooper, 165 8th st

134 J. D. MOORE, Grand Island, Neb.

Meets 1st & 3d Sun, 7 30 p m, Odd Fellows'
 Hall, cor 3d & Pine Sts
 Master—Geo Candish, 821 W 1st st
 Sec'y—R L Massey, cor 9th & Locust sts
 Fin'r—Edw E Forsythe, 317 E 4th st
 Journal Ag't—R L Massey, cor 9th & Locust
 sts

135 SUCCESS, Omaha, Neb.

Meets 2nd & 4th Sun 2 p m, 1210 Douglas St,
 K P Hall
 Master—Geo Clough, box 757
 Sec'y—G W Goodrich, 607 S 13th st
 Fin'r—F J Ryan, box 554, South Omaha
 Journal Ag't—F J Hart, 2010 6th ave, Coun-
 cil Bluffs, Iowa

136 FORT WAYNE, Fort Wayne, Ind.

Meets alternate Mondays and Tuesdays, 7 p
 m, B of R R B Hall, 27 Calhoun st
 Master—R F Miller, 323 W Main st
 Sec'y—C P Holloway, 6 N Fulton st
 Fin'r—George B Fink, 212 Walton ave
 Journal Ag't—John Aiken, 139 W Superior st

137 J. T. FOSDICK, Salamanca, N. Y.

Meets 1st & 3d Sat, 8 p m, I O O F hall, Cran-
 dall blk, Main st
 Master—C G Ballard, Fair Oak st
 Sec'y—E H Tobin, 27 Elm st
 Fin'r—M J Doyle, 100 W State st
 Journal Ag't—James Driscoll, East State st

138 G. E. BOYNTON, Eagle Grove, Ia.

Meets 1st & 3d Sun, K P hall
 Master—T C Lowry
 Sec'y—C C Wise
 Fin'r—Geo Bonner, box 342
 Journal Ag't—George Forsythe

139 S. SANBORN, Waseca, Minn.

Meets every Sun, 9 a m, O R C Hall, Main st
 Master—Ed W Clark, 279 W 2d st, Winona,
 Minn
 Sec'y—Joe W Kelly, 603 W King st, Winona,
 Minn
 Fin'r—T F McCarty
 Journal Ag't—Mike Mulhearn, Winona, Minn

140 WESTERN RESERVE, Cqllinwood, O.

Meets alternate Wed eve, B of L E hall, Col-
 lomer st
 Master—W E Stewart
 Sec'y—C R Bailey
 Fin'r—Gary Mitchell
 Journal Ag't—John Bliss

141 H. N. COFFINBERRY, Butler, Ind.

Meets 1st & 3d Fri 7 30 p m, 2d & 4th Sun, 2
 p m I O O F hall
 Master—A W Barron
 Sec'y—G B Sowell
 Fin'r—J L Wyckoff, box 198
 Journal Ag't—DeForrest Leach

142 A. L. DUNBAR, Meadville, Pa.

Meets every Tues 1 p m, Royal Arcanum hall,
 cor Walter & Chestnut sts
 Master—Ed E Jones, 179 Mercer st
 Sec'y—Oscar Hall, 1062 French st
 Fin'r—J E Brown, box 470
 Journal Ag't—E M Tait, Watson's Run, Pa

143 SHERMAN, East Syracuse, N. Y.

Meets every Sun 7 30 p m, K of L Hall, Man-
 illus st
 Master—D Limbeck
 Sec'y—M J Cain
 Fin'r—J R Welch
 Journal Ag't—Wesley Brown

144 VANCOUVER, Vancouver, B. C.

Meets 1st and 3d Sun, K P hall
 Master—Geo Winlow, box 243
 Sec'y—Colin Purvis, box 243
 Fin'r—Wm Aconley, box 243
 Journal Ag't—C W Riley, North Bend, Ont

145 BAYOU CITY, Houston, Tex.

Meets 1st Mon 2 p m, 2d, 3d & 4th Mon 7 30
 p m, K of P Hall, 5th Ward
 Master—A E Ingram, 7 Dark st
 Sec'y—R M Hoover, 19 Gerard st
 Fin'r—W E Ingram, 73 Washington st
 Journal Ag't—W H Stuart, 16 Maurey st

146 HUDSON, Hoboken, N. J.

Meets 1st Sun 2 p m, and 3d Wed 8 p m, Ber-
 nitt's Hall, cor 1st & Bloomfield sts
 Master—P J Keenan, 163 Pavonia ave,
 Jersey City N J
 Sec'y—Frank Lane, 169 8th street, Jersey
 City, N J
 Fin'r—J W Wachter, 509 Henderson st, Jer-
 sey City, N J
 Journal Ag't—Michael Brock, 151 Pavonia
 ave, New Jersey, N J

**147 WEST BAY CITY, West Bay City,
 Mich.**

Meets 1st & 3d Sun, I O O F hall, Midland st
 Master—Calvin Campbell, box 201
 Sec'y—John Murphy, box 758
 Fin'r—Theo Soderquist, box 870
 Journal Ag't—Theo Soderquist, box 870

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- 148 CINCINNATUS, Cincinnati, O.**
Meets 2d & 4th Sun, 1:30 p m, Anderson's hall,
192 W 5th st
Master—D E Perry, 748 W Front st
Sec'y—
Finc'r—T A Orr, 4th & Vine sts
Journal Ag't—Jas Curran, St James' Hotel
- 149 G. D. WHITCOMB, West Philadelphia, Pa.**
Meets alternate Sundays. Hazlett Hall, 4046
Lancaster ave
Master—W W Brown, 2010 N 3d st, Philadelphia, Pa
Sec'y—Chas H Everly, 425 Schneider ave,
Philadelphia, Pa
Finc'r—E Miller, 4022 Poplar st
Journal Agent—Theo Zuckschwerdt, 2427
Orianna st, Philadelphia, Pa
- 150 STREATOR, Streator, Ill.**
Meets every Sunday, 9:00 a m, A O U W hall
Master—T H Murray, 62 S Illinois st
Sec'y—H A Heiner, 38 S Vermillion
Finc'r—P A Johnson
Journal Ag't—P A Johnson.
- 151 FOGGY CITY, So. Butte, Montana.**
Meets every Mon eve, 7:30 p m, Bennett's hall
cor Utah ave & Front st
Master—E F Burke
Sec'y—Myron Woodruff, 1 b 16
Finc'r—John Carmody
Journal Ag't—John Mullin
- 152 R W BRYAN, Willmar, Minn.**
Meets 2d & 3d Sun 2:30 p m, A O U W hall
Master—A L Mulford
Sec'y—J P Devany
Finc'r—W H O'Brien
Journal Ag't—T C Swift
- 153 O. O. ESSER, Wilkesbarre, Pa.**
Meets second and last Sun, 2 p m, Red Men's hall,
Public Square
Master—Wm Furgason, 83 Scottst
Sec'y—James J Mullaney, Miners' Mills
Finc'r—P J Ruddy, box 89, Miners' Mills, Pa
Journal Ag't—P J Ruddy, box 89, Miners'
Mills, Pa
- 154 FAIRVIEW, Ashley, Pa.**
Meets 2d & last Sun 1:30 p m, Doney's Hall
Master—Amandes Klinger
Sec'y—John Meier, box 33
Finc'r—Wm Sweeney
Journal Ag't—Andrew Grace
- 155 F. C. SMITH, Herrington, Kan.**
Meets 2d Monday and 4th Thursday over R
R drug store, Main st
Master—B E Staymaker, lock box 7
Sec'y—J W Vance, box 381
Finc'r—W A Bushong, lock box 94
Journal Ag't—J W Vance, 1 b 381
- 156 G. W. NEWMAN, Louisville, Ky.**
Meets 1st & 3d Fri 7:30 p m, 2d & 4th Wed 7:30
p m, Warner's Hall, cor Market & Han-
cock sts
Master—Thomas Welsh, 1102 cor Baxter ave
& Green st
Sec'y—J B Eastill, 3115 High st
Finc'r—H E Hood, 938 E Market st
Journal Ag't—Chas McGovern, 935 E Mar-
ket st
- 157 H. A. MACE, Scranton, Pa.**
Meets 1st & 3d Sun every month 1 p m, Horn-
baker's hall, Dickson ave
Master—Wm H Clark, 503 E Market st
Sec'y—Wm H Kennedy, 515 Breaker st
Finc'r—J S Lee, 1503 Vontork ave
Journal Ag't—J G Wescott, 1809 Rose ave
- 158 C. N. BELL, Garrett, Ind.**
Meets every Sun 9 a m, G A R hall
Master—R N Miller, box 208
Sec'y—J L Griffin
Finc'r—A J Munsell
Journal Ag't—A F Bloomfield
- 159 FOREST HOME, Derry, Pa.**
Meets every Mon 7:30 p m, I O O F Hall,
cor 2d ave and Chestnut st
Master—N Akers, Derry Station
Sec'y—Geo Leslie, Derry Station
Finc'r—G B Bryson
Journal Ag't—J W Gettemy, Derry Station
- 160 MANTUA, Philadelphia, Pa.**
Meets every alternate Sun, 2 p m B R B hall,
4046 Lancaster ave, W Philadelphia, Pa
Master—J P Brown, 3708 Rockland st
Sec'y—Fred Kuebler, 3946 Parish st, W
Philadelphia, Pa
Finc'r—Daniel Bitting, 802 Markoe s', West
Philadelphia, Pa
Journal Ag't—Wm B Lambert, 3827 Mellon
st, West Philadelphia, Pa
- 161 J. D. PERKINS, Chicago, Ill.**
Meets 1st & 3d Sun 1:30 pm, Dordon's Hall,
1180 W Lake st
Master—James Erwin, 507 10th ave, Clinton
Iowa
Sec'y—Steven Scully, 44½ Maplewood ave
Finc'r—J D Cutridge, 99A N Francisco ave
Journal Ag't—A M Kidd, 26 Wells st
- 162 ECHO, Washington, N. J.**
Meets 2d & 4th Sun 9:30 a m, Red Men's hall,
Washington st
Master—A D Slicker
Sec'y—J W Murphy, Hackettstown, N J
Finc'r—J A Ayres
Journal Ag't—J W Murphy, Hackettstown,
N J
- 163 NEW YORK, New York City.**
Meets 2d & last Sun, 2 p m, Appell's Hall, 426
8th Ave
Master—John Riordon, 684 E 137th st
Sec'y—Dennis McGrath, 505 W 26th st
Finc'r—Wm J Atcheson, 376½ Fifth st, Jer-
sey City, N J
Journal Ag't—M Heinickel, care N Y C R R,
33d st sta
- 164 ONEIDA, Utica, N. Y.**
Meets 1st & 2d Sun 2 p m, G A R hall, Gene-
see st
Master—J H O'Neill, No 5 Butterfield Flats
Sec'y—Eugene O'Neill, 4 Hoyt st
Finc'r—N E Wessels, 96 Fayette st
Journal Ag't—A F Feldman
- 165 W. W. PEABODY, Washington, Ind.**
Meets 1st & 3d Sun, 9 a m, K of P hall, Main st
Master—C S Neff
Sec'y—C L Carter, box 249
Finc'r—H A Smith, b 342
Journal Ag't—P J McEvilly
- 166 SCHENECTADY, Schenectady, N. Y.**
Meets 2d & 4th Sun, 2:30 p m, C & J hall, 296
State st
Master—John C Nerling, 9 Fonda st
Sec'y—John Austin, 4 Grove Place
Finc'r—Adam G Bubb, 606 Peek
Journal Ag't—Leslie Goff
- 167 D. H. NICHOLS, Springfield, Mo.**
Meets 1st & 3d Wed 2 p m, 2d & 4th Wed 7:30
p m, Masonic Hall
Master—F T Watson, 1 b 35, Sta A, Spring-
field, Mo
Sec'y—Geo H Ledbetter, lock box 35, Sta A,
Springfield, Mo
Finc'r—H C Roberts, 1 b 35, Sta A, Spring-
field, Mo
Journal Ag't—Mark Wilson, 1814 n Benton
ave, Sta A, Springfield, Mo
- 168 MORNING STAR, Moncton, N. B.**
Meets 2nd and 4th Sun, 14 o'clock, Hall, Vic-
toria Block, Main St
Master—Chas H Bass
Sec'y—Harry A Black
Finc'r—Bliss Sears
Journal Ag't—Chas B Clark

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169 S. G. MARTIN, Newark, O.

Meets 1st & 3d Mon 7:30 p m, 2d & 4th Sun 2 p m, P O S of A Hall, south side Square
 Master—J C Richardson
 Sec'y—Geo M Hedrick, 235 L. wrence st
 Fincl'r—T Weaver, 147 N 3rd
 Journal Ag't—E E Moore, 112 East Locust st

170 CAPITOL, Lincoln, Neb.

Meets 1st & 3d Sun 2 p m, Union Labor Hall 1127 O St
 Master—J W Harding, 812 H st
 Sec'y—W J Murray 816 H St
 Fincl'r—C E Lake, 1211 S 6th st, Omaha, Neb
 Journal Ag't—C W Mitchell, 1207 V st

171 FORTRESS, Fort Dodge, Ia.

Meets 1st & 3d Sun 1:30 p m, 100 F hall, cor Market & Fifth sts
 Master—J J Dowd, box 729
 Sec'y—Robt C Shohl, box 330
 Fincl'r—G W McHenney
 Journal Ag't—Henry Scherff

172 WM. PENN, Reading, Pa.

Meets 2d & 4th Sunday 1:30 p m, Penn hall, 50th Penn st
 Master—Samuel Crossley, 607 N 9th st
 Sec'y—W H Banks, 309 Wood st
 Fincl'r—Hiram Baker, 1231 N 9th st
 Journal Ag't—E Dodge, 38 N 7th st

173 P. B. CONNOR, Hazleton, Pa.

Meets 2d & 4th Sunn, 2 p m, Liberty Hall, Cranberry & Laurel Sts
 Master—J H Williams, 262 E Broad
 Sec'y—Fred Meier, 100 Chestnut st
 Fincl'r—Thomas Riley, 412 E Mine st
 Journal Ag't—Conrad Glicking, 450 E Walnut st

174 UNITED, Altoona, Pa.

Meets every Sun, 2 p m, Stheley's hall, 11th Ave, bet 11th and 12th Sts
 Master—W A Killinger, 1301 16th st
 Sec'y—F B McClellan, 817 6th ave.
 Fincl'r—J W Cridderwood, 1 b 408
 Journal Ag't—E Smetting, 1412 8th st

175 COLUMBUS, Columbus, O.

Meets every Sunday, 2 p m, Johnson Block, 11½ S High st
 Master—H C McDaniels, 84 W Town st
 Sec'y—J M Collins, 88 W Ritch st
 Fincl'r—J D Miller, rear 777 So Front st
 Journal Ag't—H C McDaniels, 84 W Town st

176 GATEWAY CITY, N. La Crosse, Wis.

Meets 1st & 3d Sun 7 p m, 2d & 4th Sun 2 p m 729 Rose st
 Master—J Tugh, 207 Caledonia st
 Sec'y—F H Heth, 1549 Loomis st
 Fincl'r—Geo S Bond, 512 Caledonia st
 Journal Ag't—J Rafferty, Portage City, Wis

177 BARABOO, Baraboo, Wis.

Meets 2d & 4th Sun, B of L E Hall, Main St
 Master—T P Probert
 Sec'y—L C Phinney, box 685
 Fincl'r—F I Blondin
 Journal Ag't—Edward Lee

178 ALLIANCE, Alliance, O.

Meets 1st & 3d Sun 9 a m, KOTM hall, Main Master—W S Straw, Salem, O
 Sec'y—R E White, box 881
 Fincl'r—S Senn
 Journal Ag't—R E White, box 881

179 IRON CITY, Pittsburgh, Pa.

Meets 1st & 3d Sun 1 p m, A P A Hall, 528 Wood st
 Master—R J Flood, 3009 Sarah st, 8 Side
 Sec'y—Jas Almhouse, Ormby Sta, 8 Side
 Fincl'r—Geo A Keifer, 487 Webster st
 Journal Ag't—Jas Almhouse, Ormby Sta, 8 Side.

180 VALLEY CITY, Grand Rapids, Mich.

Meets 2d & 4th Sun 2 p m, B of L E Hall, So Division st
 Master—Thos Thompson, 140 Ellsworth ave
 Sec'y—J F Mooney, 204 2nd ave
 Fincl'r—James Cahill, 14 Wilder st
 Journal Ag't—Ed P Merrill, 44 Kent st

181 J. M. GILL, Mount Carmel, Ill.

Meets 1st & 3d Sun 2 p m, 100 F hall, Main st
 Master—W G Winfrey
 Sec'y—W F Finnell
 Fincl'r—J F Stansil
 Journal Ag't—L N Brown

182 S. E. WILKINSON, Escanaba, Mich.

Meets 2d & 4th Sun, 2 p m, G A R hall, cor Thillton Ave & Ludington st
 Master—Frank Moran, box 953
 Sec'y—D Murphy
 Fincl'r—Thos Murray, box 271
 Journal Ag't—Mike Green

183 HAND-IN-HAND, Clinton, Ia.

Meet 2d and 4th Sun, 1 p m, K of P Hall, 2d St & 5th Ave
 Master—O H P Chapman, 516 7th ave
 Sec'y—J A Williams, 313 15th Ave
 Fincl'r—W A Wilber, 680 11th ave
 Journal Ag't—C H Mann, 416 12th ave

184 MONROE CURTIS, Susquehanna, Pa.

Meets every Wed 8 p m, Doran's hall, Main st
 Master—F D Dwyre, 1 b 46
 Sec'y—F J Marshall, box 269
 Fincl'r—Thomas H Moran, 1 b 46
 Journal Ag't—D H Ramey

185 JOSEPH H BAILEY, Hornellsville, N. Y.

Meets ev Sun 1:30 p m, 100 F hall, Main st
 Master—J H Grey, 23 River st
 Sec'y—C E Drake, 39 Scott st
 Fincl'r—M Glynn, 15 Pardee st
 Journal Ag't—Bernard Connolly, 4 Mill st

187 BUFFALO, Buffalo, N. Y.

Meets every Sat 8 p m, Fireman's Hall, 198 Seneca st
 Master—E A Connors, 389 Swan st
 Sec'y—J G Wood, 616 Carroll st
 Fincl'r—D McMahon, 381 Swan st
 Journal Ag't—C Spich, 814 S Division st

188 SAGINAW VALLEY, E Saginaw, Mich

Meets 2d & 4th Sun, 1:30 p m, Royal Arca-num Hall, Geneva St
 Master—J R Gibbons, F & P M depot
 Sec'y—B P Sherwood, 1106 Miller st
 Fincl'r—M McAllen
 Journal Ag't—Fred Harsch, F & P M depot

189 WYOMING, Pittston, Pa.

Meets 2d & 4th Sun, 2:30 p m, Adams' Hall, 234 N Main St
 Master—John Delmore, 478 N Main st
 Sec'y—Ed J Walsh, box 113, Avoca, Pa
 Fincl'r—Edw Mitchell, box 34, Avoca, Pa
 Journal Ag't—Wm J Jordan, 478 N Main st

190 BLACK HILLS, Chadron, Neb.

Meets 2d & 4th Sun 10 a m, Masonic hall
 Master—F S Rust
 Sec'y—F G Harlan
 Fincl'r—W A Whit, b 457
 Journal Ag't—W A White, b 457

- 191 W. A. GARDNER, Fond du Lac, Wis.**
Meets 2d & 4th Sun 2 p m, G A B Hall, cor
Macy & Forest Sts
Master—M J Tierney, 66 W Johnson st
Sec'y—Geo W Chase, 79 W ave
Finc'r—W J McEachron, 11 Lewis st
Journal Ag't—Frank W Kees, 26 Gould st
- 192 FAITHFUL, Junction, N. J.**
Meets 1st & 3d Sunday 8 p m, K of P Hall,
Church St
Master—Geo W Bogart, Main st
Sec'y—John L Hunt, 211 Christmas Heights
Finc'r—Geo E Gerard, Tinker st
Journal Ag't—Alfred Menninger, Sommer-
ville, N. J.
- 193 PAN HANDLE, Trinidad, Colo.**
Meets 1st, 3d & 4th Sun 2 p m, A O U W Hall,
319 W Main
Master—F D Shapsco't, b 751.
Sec'y—J S Whitehead, b 751
Finc'r—U S Church, b 751
Journal Ag't—J H Struss
- 194 SHOSHONE, Montpelier, Idaho.**
Meets every Sun 7 p m, Montpelier hall,
Main st
Master—J M Ramsey, 1 b 58
Sec'y—W B Lester
Finc'r—Wm Kirnay
Journal Ag't—D J Riley
- 195 CORNING, Corning, N. Y.**
Meets 1st & 3d Wed, 2d & 4th Sun, 1 O O F
hall, W Market st
Master—P J Murtaugh, 94 E Market st
Sec'y—E E Beeman, 117 E Erie ave
Finc'r—Matthew Kernan, 334 Tioga ave
Journal Ag't—P J Murtaugh, 94 E Market st
- 196 PUGET SOUND, Seattle, Wash. Ter.**
Meets 1st & 3d Sun 7:30 p m, Wickstrom's Hall,
808 N 8th st
Master—L A Thomas, 107 Grant st
Sec'y—L A Knechner
Finc'r—G W Curtis
Journal Ag't—J Cavanaugh
- 197 EMPIRE CITY, New York City.**
Meets 1st Wed 7:30 p m & 3d Sun 9 a m, Mt
Morris Hall, cor 130th st & 3d ave
Master—Patrick J Kelly, 130 Willis ave
Sec'y—Thos Fleming, High Bridge N Y
Finc'r—Jno McCann, 2401 1st ave
Journal Ag't—L B Warriner, Fort Chester, NY
- 198 SAN FRANCISCO, San Francisco, Cal.**
Meets 1st & 3d Sun 1:30 p m, 2d & 4th Sat 7:30
p m, Occidental hall, 927 Mission st
Master—Thos Butler, 404 3d st
Sec'y—W H Weishimer, 204 Turk st
Finc'r—Frank McQuoid, 208 Shotwell st
Journal Ag't—Frank Farley, 8 P Co, 3rd &
Townsend
- 199 ERIE, Erie, Pa.**
Meets 2d & 4th Sat 7 p m, Libel Block, 1120
State st
Master—A T Vanvalkenburg, W 12th st
Sec'y—L C Joslin, 411 Huron st
Finc'r—Dan Scarly, 1603 Chestnut st
Journal Ag't—M D Re d, cor 17th st & Ash
Lane
- 200 LIMA, Lima, O.**
Meets 1st & 3d Thursday, 7:30 p m, 2d & 4th
Sun 2:30 p m, Firemen's hall, cor Main &
Wayne sts
Master—J Shea, 506 Jackson st
Sec'y—Thos O'Keefe, 506 N Main st
Finc'r—J A Read, 219 W Vine st
Journal Ag't—J H Sullivan, 219 E Edward st
- 201 ELM CITY, New Haven, Conn.**
Meets 2d & 4th Sun, 1 p m, Courier Building,
400 State st
Master—Richard O'Connor, 117 Columbus ave
Sec'y—Joseph W. Keeton, box 1083
Finc'r—Wm J Scroggile, box 1093
Journal Ag't—Louis T Higgins, 88 Dewitt st
- 202 HOPE, Stanhope, N. J.**
Meets 1st Sun 9 a m, 3d Sun 2 p m, Clark's hall
Master—Thomas Cavanaugh, Port Morris,
Sec'y—Wm C Best, box 45 [N J]
Finc'r—F I Davis, b 87, Port Morris N J
Journal Ag't—Elias H Wright
- 203 AVERY TURNER, La Junta, Col.**
Meets every Sun 2:30 p m, G A R hall
Master—J R O'Day
Sec'y—Frank McGrath
Finc'r—D R Snyder
Journal Ag't—Warren Herrington
- 204 KATE SHELLY, Boone, Ia.**
Meets 1st & 3d Mon, 9 a m, I O O F hall
Master—P H Crawley
Sec'y—A L Jenkins
Finc'r—John Gaston
Journal Ag't—J H Phillips
- 205 HAZEL NELSON, De Soto, Mo.**
Meets ev Mon 9 a m, K P hall, 2d & Boyd sts
Master—A J McArthur
Sec'y—Jas D Carey
Finc'r—T M Waansley, b 243
Journal Ag't—Wm Ellis
- 206 NEIL SULLIVAN, Temple, Tex.**
Meets every Tues, B of L E hall
Master—R E Kipatrick, box 73
Sec'y—W McDonald, box 73
Finc'r—Henry G Wagner, box 73
Journal Ag't—W McDonald box 73
- 207 SEYMOUR, Seymour, Ind.**
Meets 1st & 3d Sun, Sons of Veterans hall
Master—Ed Cuddakree, 1 b 20
Sec'y—Ed Jennings, box 141
Finc'r—F Gates, lock box 20
Journal Ag't—E F Wheaton
- 208 THOUSAND ISLANDS, Brockville,
Ontario.**
Meets 1st & last Thurs of each month, 7:30 p.
m. S O E Hall, King St
Master—William Hall
Sec'y—H Ferguson, box 211
Finc'r—A S Donaldson, box 211
Journal Ag't—Wm Hall
- 209 POINT CITY, Stevens Point, Wis.**
Meets 2d & last Friday, Adams Hall, South
side Church st
Master—W E West, b 528
Sec'y—T T Gray
Finc'r—Frank Featherly, box 528
Journal Ag't—F Featherly, box 526
- 210 ROCK RIVER, Janesville, Wis.**
Meets 1st & 3d Sun, A O H hall, cor River and
Milwaukee's s
Master—Peter Dulin, b 911
Sec'y—
Finc'r—P J Dulin, b 911
Journal Ag't—F W Ruch, box 911
- 211 SUNNY SOUTH, New Orleans, La.**
Meets 1st & 3d Tues, Deutonia Hall, 23 Ex-
change Alley
Master—C F Porter, 374 Camp st
Sec'y—W J White, 556½ Craps st
Finc'r—F A Vienne, 83 Ammunition st
Journal Ag't—Jas Ross, 464 Royal st
- 212 CONNECTING LINK, Belle Plaine, Ia.**
Meets 2d & 4th Sun of each month, 1:30 p m.
K P hall, north side Main st
Master—W D Barnard
Sec'y—Chas S Brown
Finc'r—B F Buck
Journal Ag't—J W Anderson

#113 STUART, Stuart, Ia.

Meets every Mon 9 a m, Engineers' Hall
 Master—W E Baltimore
 Sec'y—Na' Basset
 Finc'r—R E Drew, box 251
 Journal Ag't—W E Baltimore

#114 MAGNOLIA, Algiers, La.

Meets every Tues 9:30 a m Pythian hall
 Master—H D French, 153 Jackson st
 Sec'y—J E Dunshile, 28 Vallette st
 Finc'r—W C Landry, 42½ Bartholomew st
 Journal Ag't—E J Curren, 50 Webster ave

#115 Mrs. HENRY B. JONES, Chattanooga, Tenn.

Meets 1st & 3d Sun eve, I O O F hall, cor 7th & Market sts
 Master—W N Bishop, 10 Magnolia st
 Sec'y—R L Spragg, Tunnel Hill, Ga
 Finc'r—Philip Bouchard, box 411
 Journal Ag't—L A May, 107 Boyce st

#116 PHOENIX, Jackson, Tenn.

Meets 1st & 3d Mon, 8 p m, I O O F Hall,
 Market st
 Master—J W Carpenter
 Sec'y—S Booth
 Finc'r—C W Landis
 Journal Ag't—M H Folks

#117 SUNFLOWER, Newton, Kan.

Master—Ed F O'Connor, 417 Main st
 Sec'y—Ed M Conway, 213 Pine st
 Finc'r—F J Berry, 318 W 6th st
 Journal Ag't—Robt J Collins, 124 Main st

#118 YOUGHIOGHENY, Connellsburg, Pa.

Meets alternate Sun 1 pm, I O O F hall, Main st
 Master—G W Ryland, b'x 824
 Sec'y—C E Reinhard, New Haven, Pa
 Finc'r—J S Thorp, Dickerson Run, Fayette Co, Pa
 Journal Ag't—T J Coughenour

#119 NEWARK, Newark, N. J.

Meets 2d Wed 8 p m & 4th Sun 2 p m, Masonic hall, Nos 481 & 483 Broad st
 Master—John B Hart, 297 Orange st
 Sec'y—E L Streeter, 67 Hudson, Hoboken, N J
 Finc'r—J C Greenhalgh, 227 High St
 Journal Ag't—John Spencer, Chatham, N J

#220 GEO. W. COOK, Leadville, Col.

Meets every Tuesday, 7:30 p m, B of L F hall,
 E 6th st
 Master—W J Schillo, 323 W 6th st
 Sec'y—John O'Shea, 122 E 12th st
 Finc'r—Wm McDole, lock box 206
 Journal Ag't—W J Schillo, 323 W 6th st

#221 RATON PASS, Raton, N. M.

Meets every Tues 1 p m, B of L E hall
 Master—
 Sec'y—G L Hickman, lock box 32
 Finc'r—Harry W Carr, lock box 32
 Journal Ag't—O W Stone

#222 J. H. DOUGLAS, New Castle, Pa.

Meets 1st & 3d Wed 7 p m, 2d & 4th Sun 2 p m,
 K P hall, cor Washington and Mercer st
 Master—Wm H Evans, 142 N Railroad st
 Sec'y—Harry McMillen, 458 Mill st
 Finc'r—J H Douglass, 108 Elm st
 Journal Ag't—T W Jones, High st

#223 J. M. EGAN, Winnipeg, Man.

Meets 2d Thurs 20 o'clock, and 4th Sun 14:30
 o'clock, Foresters' hall, Main st
 Master—David Lamb, C P Rv
 Sec'y—J H McConnell, 483 Alexander st
 Finc'r—Chas Bye, 277 McWilliams st west
 Journal Ag't—J H McConnell, 483 Alexander st

#224 CHAS. P. KLINE, Nelsonville, O.

Meets last Sun 1 p m, Scott's Hall, Washington st
 Master—G H Selby
 Sec'y—R L Shugert
 Finc'r—J Smith
 Journal Ag't—R L Shugert, lock box 58

#225 S. B. NEFF, Pittsburgh, Pa.

Meets 1st Sun, 2 p m, 3d & 4th Sun, 7:40 p m,
 K P Hall, 354 Butler st
 Master—Edward Carroll, Ruthvene st, 13th ward
 Sec'y—Edward Carroll, Ruthvene st, 13th ward
 Finc'r—James Pitaway, 3431 Denney st
 Journal Ag't—Edward Carroll, Ruthvene st, 13th ward

#226 BAY VIEW, Hamilton, Ont.

Meets 3d Sun, Foresters' hall, James st
 Master—John R Farrell, 288 Victoria ave N
 Sec'y—K Foley, 37 Cathcart st
 Finc'r—Chas W Flanders, 63 Cathcart st
 Journal Ag't—G Werley, 16 Strachan st

#227 CIRCLE, Point Edward, Ont.

Meets 2d & 4th Thurs 1:30 p m, I O O F Hall
 Master—Alec O'Neill Jr, lock box 96
 Sec'y—Hazel Graham, lock box 96
 Finc'r—Wm Stuart, lock box 96
 Journal Ag't—August L McDonald

#228 BRADFORD, Bradford, Pa.

Meets 2d & 4th Sun 1:30 p m, B of L E Hall,
 Opera House Block
 Master—Wm Sharp, 17 Hill st
 Sec'y—A R McDonald, 14 Webster st
 Finc'r—A R McDonald, 14 Webster st
 Journal Ag't—Jas J Underwood 64 Foreman

#229 CHEMUNG, Elmira, N. Y.

Meets 2d & 4th Sun, 1 O R M hall, 166 Lake st
 Master—Chas Ferris, 515 Mt Zoor st
 Sec'y—F M Fish, 1557 Lake st
 Finc'r—E E Lochar, 376½ Diven ave
 Journal Ag't—Wm Rance

#230 SALT SPRINGS, Syracuse, N. Y.

Meets 2d & 4th Sun 2 p m, over D L & W depot
 Master—Edwin Button, 104 Lemon St
 Sec'y—Willie Hammond, 296 W 2d st, Oswego, N Y
 Finc'r—M F Colbert, 226 S Geddes st

#231 F. E. DUPELL, Terre Haute, Ind.

Meets 1st & 3d Sun, 7:20 p m, 2d & 4th Sun, 2 p m, Hall cor 7th & Main sts
 Master—Geo Andrews, 111 N 12th st
 Sec'y—Chas Ulis 1398 Spruce st

Finc'r—Frank Everhart, 513 n 14th

Journal Ag't—J Kersington, 115 N 12th st

#232 W. R. RYDER, Hinton, W. Va.

Meets 2d & 4th Mon 2 p m, 1st & 3d Thurs 7 p m, Masonic Hall, cor 3d & Summer sts

Master—J C Orndorf

Sec'y—H S Donally

Finc'r—A A Riddlebarger, b 151

Journal Ag't—W R Steele

#233 ARROWHEAD, San Bernardino, Cal.

Meets every Sunday eve, 7 p m, Davis hall,
 Court st bet D & E sts

Master—F M Gillett, box 987

Sec'y—G M Archibald, box 987

Finc'r—H M Williams, box 987

Journal Ag't—J W Green

#234 PENINSULA, Truro, N. S.

Meets 2d Sat & 4th Thurs, 19 o'clock, McKay's hall, Inglis st

Master—G W Hopper

Sec'y—I L Barnhill, b 86

Finc'r—Chas Candie

Journal Ag't—Walter L McDowell

#235 D. S. BAILEY, Amboy, Ill.

Meets 1st & 3d Sun, I O O F hall, Main st

Master—W H French

Sec'y—W H Sharkey

Finc'r—C H Egan

Journal Ag't—H Troy

- 236 FRAMINGHAM, South Framingham, Mass.**
Meets 2d Sat eve & 4th Sun p m, G A R hall,
near cor Hollis & South sts
Master—Peter F O'Tool, box 145
Sec'y—D E Hurly, box 696
Fin'r—H J Cunningham, box 596
Journal Ag't—W J Martin, Mansfield, Mass
- 237 GREEN MOUNTAIN, St. Albans, Vt.**
Meets 1st Friday 7:30 p m & 3d Sun 3:30 p m,
I O G T hall, cor Lake & Main sts
Master—C F Thomas
Sec'y—D Tardiff
Fin'r—F E Whitcomb, 16 Pearl st
Journal Ag't—J H McGrath
- 238 PIONEER, West Springfield, Mass.**
Meets every alternate Sunday, I O O F hall,
Union st
Master—N Baulley
Sec'y—L Bascom, Merrick, Mass
Fin'r—Geo J Whitcomb bx 35 Merrick Mass
Journal Ag't—H S Walton, box 34, Merrick
Mass
- 239 SWITCH BACK, Ellensburg, Wash.
Ter.**
Meets every Sunday, Odd Fellows Hall.
Master—E A Muth
Sec'y—T J Kirby
Fin'r—E J Baldwin
Journal Ag't—J J Tockler
- 240 FOREST CITY, London, Ontario.**
Meets 2d & 4th Sun, 2:30 p m, I O O F hall, cor
Richmond & Dundas sts
Master—Daniel Murry, cor Hill&Colborne sts
Sec'y—J A Doremus, 335 Dundas st
Fin'r—C A Johnston, 515 Grey st
Journal Ag't—John Wilson, 320 Hill st
- 241 ST. CLAIR, Ft. Gratiot, Mich.**
Meets 2d & 4th Mon Masonic Hall, east of
depot, on Front st
Master—A J Gould
Sec'y—C S Rice, box 181
Fin'r—C L Woodruff
Journal Ag't—George Outwater
- 242 BROOKVILLE, Ellis, Kan.**
Meets 2nd and 4th Mon, 7:30 p m, Masonic
Hall, Front st
Master—H E Long, box 152
Sec'y—E D Watson, box 152
Fin'r—James Henry, box 152
Journal Ag't—Arthur Felton
- 243 J. H. STEWART, Chillicothe, O.**
Meets 1st Tues 7 p m, 2d Sun 9 a m, 3d Sun 2 p
m, last Fri 7 p m, B of L F hall, cor Main &
Mulberry sts
Master—W J Hall, 313 E Main st
Sec'y—Thomas Murphy
Fin'r—M C O'Donnell
Journal Ag't—John Lowrie
- 244 GLENWOOD, Pittsburgh, Pa.**
Meets 1st & 3d Sun 2:30 p m, Speck's hall, cor
Second & Hazelwood Aves
Master—M N Sebrell, Gloucester st, Hazelwood,
Pittsburg, Pa
Sec'y—C H Herpich, 2709 Larkins Alley S S
Fin'r—J H King, 2d ave, Glenwood, 23 Ward
Journal Ag't—John Conley, Glenwood, 23d
Ward
- 245 HAROLD FRAZER, Smith Falls, Ont.**
Meets every Sun 2 p m, B R T hall, Water st
Master—Alonzo Grant
Sec'y—Sam G Gall
Fin'r—H W Brooks
Journal Ag't—A H Burt, Havelock, Ont
- 246 SNOWDRIFT, Chippewa, Ontario**
Meets 2d & 4th Sun, B R B hall, over Post
Office
Master—H S Moore
Sec'y—John Baisley
Fin'r—Wm Lindquist
Journal Ag't—Jas Champagne
- 247 SIOUX CITY, Sioux City, Ia.**
Meets 2d & 4th Sun 10 a m, K of P hall, cor
4th & Nebraska sts
Master—Fred Woodruff, 319 LaFayette st
Sec'y—John LaViclette, 1703 Fifth st
Fin'r—Wm Garner, 464 Wall st
Journal Ag't—A E Shields, 500 Morgan st
- 248 LEHIGH VALLEY, Sayre, Pa.**
Meets 1st & 3d Sun 10 a m, Eighmy hall
Master—Wm Johnson
Sec'y—W M Gilkey
Fin'r—Will Templeton, box 122
Journal Ag't—J Jay Lewis, box 376 Athens,
Pa
- 249 SOO, North Bay, Ont.**
Meets 1st & last Tues, Firemen's hall
Master—J J Brill
Sec'y—Alfred Brown
Fin'r—W J Rath
Journal Ag't—Wm Aubrey
- 250 HORSE SHOE, East Albany, N. Y.**
Meets every alternate Mon, A O U W hall,
Broadway
Master—Phil J Alritz, 96 3d st
Sec'y—J J Ryan, 63 Alken st
Fin'r—B Moore, 23 Third st
Journal Ag't—Wm H Lyons, 164 East st,
Greenbush, N Y
- 251 CAROLINA, Charleston, S. C.**
Meets 2d Sun 3 p m, & 4th Mon 1 p m, Chosen
Friends' hall, King st
Master—H G Senseney, 558 King st
Sec'y—W A Staley, 34 Wolfe st
Fin'r—C K Rimpel, 2 Henrietta St
Journal Ag't—W A Staley, 34 Wolfe st
- 252 CHENANGO, Norwich, N. Y.**
Master—Frank Kelley, Yates & Division sts
Oswego, N Y
Sec'y—J E Kipp, N Y O W Restaurant
Fin'r—C A McGuire, 16 Grove ave
Journal Ag't—G J Gregory
- 253 NEVERSINK, Port Jervis, N. Y.**
Meets 1st & 3d Tues 7 p m, A O H hall, cor
Pike & Boll Sts
Master—J H Seagrave 11 Brooklyn st
Sec'y—Chris McMahon, 33 railroad ave
Fin'r—Geo Decker, 107 W Main st
Journal Ag't—C McMahon, 33 Railroad ave
- 254 FRED GARDNER, Dodge City, Kan.**
Meets every Friday 1 p m, I O O F Hall, cor
1st ave & Chestnut st
Master—Albert C Jastatt, 1 b 296
Sec'y—F R Gadd, 1 b 296
Fin'r—Wm Crutsley
Journal Ag't—E L Swope
- 255 WEST TORONTO, West Toronto
Junction, Ont.**
Meets every alternate Sun at 2 p m, James
hall, Pacific & Dundas sts
Master—Wm Witheridge
Sec'y—J O'Neill, W Toronto, Ont
Fin'r—Wm Barclay, W Toronto, Ont
Journal Ag't—T J Mahoney
- 256 MORRISSEY ROCK, Campbellton, N.B.**
Meets 2d Sun 14:30; 3d Sat 20:30; 4th Sun
9:30
Patterson's hall, New Brunswick Station
Master—Coll McDougal
Sec'y—P McAllister
Fin'r—A M Keiver, Moncton, N B
Journal Ag't—W A Worman

257 CAMDEN, Camden, N. J.

Meets 2d & last Sun 2 p m, Trainmen's hall,
N W cor 2nd & Federal st
Master—C W West, 746 Carman st
Sec'y—J P Kirkbride, Bordentown, N J
Fincl'r—S H Croxton, 13 south Fourth st
Journal Ag't—George Stewart, 14 Hudson st

258 W. G. EDENS, East Brady, Pa.

Meets 1st Sun 1:30 p m, 3d Sun 6:30 p m, I O O F hall, Broad st
Master—George Nealor
Sec'y—C M Reese
Fincl'r—M L Welsh
Journal Ag't—R C George

259 JOHN R. LEGGETT, Conneaut, O.

Meets 1st & 3d Tues, 2 p m, 2d & 4th Tues, 5 p m, B of L E Hall, cor State & Chestnut sts
Master—P O Moore
Sec'y—W E Peters, box 225
Fincl'r—Henry Winans, box 267
Journal Ag't—Peter Mack

260 MANITOBA, Glasgow, Mont.

Meets 2d & 4th Sun, B R B hall, Main st
Master—D McCure, Great Falls, Mont
Sec'y—H Russell
Fincl'r—C S Shepard
Journal Ag't—F C Burbank, Great Falls, Mont

261 HOOSIER, Indianapolis, Ind.

Meets every Sun 2 p m, Iron Hall, 30 Circle st
Master—S D Ray, 88 S Noble St
Sec'y—J K Kelly, 96 Chadwick st
Fincl'r—W C Ela, 106 Nordyke ave
Journal Ag't—G W Springer, 303 E Washington st

262 CHAS. BILLINGS, Michigan City, Ind.

Meets 1st Sun & 3d Mon every month, I O O F hall, K & 6th sts
Master—F K Dibble, box 889
Sec'y—R C Dibble, box 889
Fincl'r—Frederick Davis, Box 487
Journal Ag't—R C Dibble, Box 889

263 RESCUE, Meridian, Miss.

Meets every Tues eve 7:30 p m, B L E Hall, Second st
Master—Jeremiah Smith
Sec'y—A J Cunningham
Fincl'r—D A Oates
Journal Ag't—A J Cunningham

264 PEAKL, McComb City, Miss.

Meets 1st & 3d Wednesday each month, Masonic Hall
Master—Luther Burnes
Sec'y—T H Webb
Fincl'r—C C Clements
Journal Ag't—Grant Rutter

265 STATE LINE, Huntington, W. Va.

Meets 1st Tues 7 p m, 4th Sun 1 p m, Engineers' hall, 3d ave & 8th st
Master—
Sec'y—

Fincl'r—H A Bush

Journal Ag't—G W Arnett

266 MERRIMAC, Manchester, N. H.

Meets 2d & 4th Sun 2:30 p m, K of P Hall, Hanover st
Master—Frank S Towne, 3 E Olive, Nashua, N H
Sec'y—M C Morey, 138 Willow st
Fincl'r—D S Swett, 20 Franklin st, Nashua, N H
Journal Ag't—W R Wallace, Nashua, N H

267 MOUNTAIN DIVISION, Keyser, W. Va.

Meets every Mon 1:30 p m, I O O F hall, Armstrong & Main sts
Master—J J Burkee
Sec'y—D W Mohler, box 47
Fincl'r—D W Mohler, box 47
Journal Ag't—W R Wemmer

268 Mt. ROYAL, Hochelaga, Que.

Meets every 2d Mon 7:30 p m, B of L F hall, 111 Moreau st
Master—George Rollin, 267 Moreau st, Hochelaga, Que
Sec'y—P J Kavanagh, 1398 Ontario st, Montreal, Que
Fincl'r—J O Caron, 218 Desery St, Montreal, Que
Journal Agent—L Turgeon, 136 St Paul st, Quebec, Que

269 F. C. ELDREDGE, Chillicothe, Mo.

Meets 1st & 3d Sun, 2d & 4th Mon, 2 p m, I O O F hall
Master—Add Hardy
Sec'y—J N Brown
Fincl'r—A J Bagley
Journal Ag't—H J Phillips

270 LAKE OF THE WOODS, Rat Portage, Ont.

Meets each Wed 20 o'clock, Foresters Hall
Master—Wm Downing, C P Ry
Sec'y—W C Risteen, C P Ry
Fincl'r—J M McDonald, C P Ry
Journal Ag't—T A Corey, C P Ry

271 W. C. PEARCK, Champaign, Ill.

Meets 1st & 3d Sun 2:30 p m, G A R Hall, cor Church & N Neil Sts
Master—J C Green, 312 E H'll st
Sec'y—E F Gillmor, 503 S Neil st
Fincl'r—G R Hayes, 515 so Randolph st
Journal Ag't—B D Schilling

272 GEM CITY, Marceline, Mo.

Meets 1st Sun, 9 a m, 4th Thurs, 8:00 p m, Hall, 191 Market st
Master—J C Hutchinson, box 75
Sec'y—B Cresap, box 176
Fincl'r—R Pritchett, Ft Madison, Ia
Journal Ag't—Will Daniels, box 147

273 MIAMI, Dayton, O.

Meets 1st Thurs, & 3d Sun 7:30 p m, B of L E hall, Jefferson & Market sts
Master—S E Herkins, 2426 E 3d st
Sec'y—F E Nichols, 118 South Clinton st
Fincl'r—Sam'l Riber, 727 E 2d st
Journal Ag't—S E Herkins, 2426 E 3d st

274 T. T. SLATTERY, Tyler, Texas.

Meets every Friday, 2 p m, B of L E hall
Master—J T Regan, box 587
Sec'y—J R Ball, box 587
Fincl'r—W A Turner, box 587
Journal Ag't—J H Hogan, box 587

275 BEE LINE, Delaware, O.

Meets 1st & 3d Wed 2 p m, B of L F hall, Lake St
Master—J W Flavin, Winter st
Sec'y—L A Robbins, 64 Henry st
Fincl'r—Wm Crook 34 Spring st
Journal Ag't—J E Ford, 114 Potter st

276 W. C. NIXON, Chanute, Kan.

Meets every Fri 7 p m, B R B hall, S W cor Lincoln & Washington ave
Master—John Harmon
Sec'y—A P Schoff
Fincl'r—Stephen Slane, 1 b 109
Journal Ag't—Stephen Slane, 1 b 109

277 HORTON, Horton, Kan.

Meets every Sun 8:30 p m, Engineers' hall, Front st
Master—G M Titus, box 632
Sec'y—Frank C Zimmerman, box 136
Fincl'r—W L Bishop
Journal Ag't—E Coleman, L box 36

278 C. H. ACKERT, Marshalltown, Ia.

Meets 2d & 4th Sun 9 a m, Centennial Hall, Center st, bet Main & Church sts
Master—A B Mansfield, 805 S 2d ave
Sec'y—C E George, 335 3d ave
Fincl'r—Geo B McCombs, 408 W Railroad
Journal Ag't—Wm E Hunnewell

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#79 GARDEN CITY, Chicago, Ill.

Meets 1st & 3d Sun 2 p m, Engineers Hall,
235 Milwaukee ave
Master—C D Collins, 125 W Ohio st
Sec'y—L B Mann, 908 N Robey st
Fin'r—G H Curtiss, "b" B, Ashland court
Journal Ag't—H S Russell, 389 Fulton st

#80 BIG SPRINGS, Big Springs, Tex.

Meets every Fri 1:30 p m, K of P hall
Master—B E Prickett, lock box 53
Sec'y—H R Dawson
Fin'r—E A Wright l b 53
Journal Ag't—J C Curlee

#81 MONONA, Madison, Wis.

Meets 1st & 3d Sun 2 p m, G A R hall, Main st
Master—Earnest Eckardt, 824 Williamson st
Sec'y—Wm A. Jaquith, 635 Williamson st
Fin'r—Geo H McWaters, 832 Williamson st
Journal Agent—Geo H McWaters, 832 Williamson st

#82 BADGER, South Kaukauna, Wis.

Meets 2d & 4th Sun 2 p m, A O U W hall, 2d st
Master—C S Lathrop
Sec'y—Frank B St Andrews
Fin'r—H A Rowe
Journal Ag't—A G Shute

#83 CEDAR RIVER, Austin, Minn.

Meets 1st & 3d Sun 9 a m, 2d & 4th Wed 7:30 p m, Engineers' hall, Main st
Master—Chas E Freeman
Sec'y—Albert Miller
Fin'r—A F McLean
Journal Ag't—Frank McCormick

#84 J. H. PENFIELD, Chicago, Ill.

Meets 2d & 4th Sun 2:00 p m, Prosperity hall, cor 18th & State sts
Master—Jas Peacock, 1316 Indiana ave
Sec'y—N S Farrington, 3149 Groveland Park ave
Fin'r—J H Penfield, 78 Mich ave
Journal Ag't—W H Gerry, 2236 Dearborn st

#85 SANTA FE, Chillicothe, Ill.

Meets 1st & 3d Sun 2 p m, 2d & 4th Wed 7:30 p m, Masonic hall
Master—I N Loring
Sec'y—M L Whicker, box 47
Fin'r—J M Larimer, l box 26
Journal Ag't—Chas B Sperry

#86 WISDEN, Wellsville, O.

Meets every Thurs 7:30 p m, Engineers' hall, Main st
Master—B Eberlein
Sec'y—E E Gardner, box 22
Fin'r—S H Henry
Journal Ag't—George Coleman.

#87 STORM KING, Fishkill-on-the-Hudson, N. Y.

Meets 2d & 4th Sun 7:30 p m, hall over Merchants' Bank
Master—L W Miller, Jr, 169 Liberty st, Newburgh, N Y
Sec'y—E W Coombs
Fin'r—John H Carey, box 134
Journal Ag't—Lawrence Connelly, Hudson ave

#88 W. E. GREEN, Cheyenne, Wyo. Ter.

Meets every Wed 8 p m, B L E hall, First Nat Bank Building
Master—Elmer Yates, box 402
Sec'y—A L Verby, 2006 Eddy st
Fin'r—R B Schorley, l b 402
Journal Ag't—Fred Bode, box 402

#89 CAIRO, Cairo, Ill.

Meets 2d & 4th Thurs, 7:30 p m, K P Hall, cor Sixth and Com ave
Master—W H Lancashire, 511 10th st
Sec'y—F M Wiley, 332 28th st
Fin'r—J T Kyle, 515 Walnut st
Journal Ag't—Frank Hobbs l b 15

#90 G. W. DUNCAN, Van Buren, Ark.

Meets 1st & 3d Sun, 7 p m, A O U W hall
Master—J J Cutting
Sec'y—C L Culver
Fin'r—F D Stuart
Journal Ag't—F D Stuart

#91 T. REYNOLDS, Springfield, O.

Meets 2d & 4th Sun 8 p m, B L E hall
Master—J J Fishbaugh, 234 North st
Sec'y—H Clingman
Fin'r—
Journal Ag't—C Loyd, Jackson, Ohio

#92 LEHIGH, Lehighton, Pa.

Meets 1st & 3d Sun 2 pm, Gable's hall, Bank st
Master—Nathaniel Rusch
Sec'y—C J Benner
Fin'r—W A Newhart
Journal Ag't—Harry Ditterline

#93 T. J. SHEAHAN, Missoula, Mont.

Meets 2d & 4th Sun 7:30 p m, K of P hall
Master—Wm Rubottom
Sec'y—H H Case, box 306
Fin'r—A J Hogan, box 306
Journal Ag't—W Ruthbottom, box 306

#94 M. S. BOGART, Taylor, Texas.

Meets every Monday 8 p m, K of P Hall, Broad st
Master—B W Moore, lock box 11
Sec'y—C M Mitchel, lock box 11

Fin'r—James Hardy, lock box 11
Journal Ag't—B D Cooley, lock box 11

#95 G. A. LOASBY, Livingston, Mont.

Meets every Thurs 2 p m, Thompson's hall
Master—C C Hardie
Sec'y—J H Monaghan
Fin'r—F J Woodward
Journal Ag't—Fred Fuhrman

#96 D. F. WAIT, Whitehall, N. Y.

Meets 1st & 3d Sun 12 m, B R T hall, Canal st
Master—J H Sullivan
Sec'y—J A Royal, box 318
Fin'r—John Collins
Journal Ag't—Thos Denier

#97 KILLINGTON, Rutland, Vt.

Meets 2d Sun 2:30 p m, 4th Sun 10:30 a m, E A U hall

Master—J B Dyer, 21 Prospect st
Sec'y—J E Scriven, 46 Wales st
Fin'r—A J Simonds, 17 Jackson ave
Journal Ag't—D W Patterson, River st

#98 ST. LOUIS, St. Louis, Mo.

Meets 1st & 3d Sat 7:30 p m, Lightstone hall, 11th st & Franklin ave

Master—J F McCaffrey, 801 S 18th st
Sec'y—Harry Irvine
Fin'r—J J Welch 1231 S Jefferson ave
Journal Ag't—J F McCaffrey, 801 S 18th st

#99 CLOVER LEAF, Frankfort, Ind.

Meets every Sun 9 a m, K of H hall, Washington st
Master—Geo Wear
Sec'y Harry Irvine
Fin'r—Garrett E Hanran
Journal Ag't—Jas S McBride

#100 WABASH, Decatur, Ill.

Meets 1st & 3d Sun 2 p m, Engineers' hall, E Eldorado st, bet Broadway & Morgan sts
Master—Jno D Kinder, 568 N Jasper
Sec'y—Geo P Jones 951 east Eldorado st
Fin'r—C N McCullough, 1428 E William st
Journal Ag't—Geo P Jones, 954 E Eldorado st

301 J. R. MAHONEY, Sprague, Wash. Ter.

Meets 1st & 3d Mondays, 2d & 4th Tuesdays 7:30 p m, B L E hall
 Master—Jesse Huxtable, box 148
 Sec'y—G M Armstrong, box 192
 Fin'r—N C Nilsson, box 47
 Journal Ag't—A D Higdon

302 ALTOONA, Atlanta, Ga.

Meets 2d & 4th Sun 2 p m I O R M hall, Peachtree & Broad sts
 Master—M A Kehely, Smyrna, Ga
 Sec'y—W A Fowler, 138 Magnolia st
 Fin'r—S B Rainey, Acworth Ga
 Journal Ag't—W W Guyton, W & A R R

303 CHEQUAMEGON, Ashland, Wis.

Meets 1st & 3rd Sun I O G T hall
 Master—J G Durkee
 Sec'y—F E Cosgrove, box 168
 Fin'r—Daniel Duval, box 168
 Journal Ag't—J G Durkee

304 CHARITY, Medicine Hat, N. W. T.

Meets every Sun 1430 p m, Masonic hall
 Master—F C Mitchell
 Sec'y—W Birdsall
 Fin'r—Jas A McDonald
 Journal Ag't—E Gerow

305 PINE BLUFF, Pine Bluff, Ark.

Meets 1st & 3d Sun 230 p m, 2d & 4th Tuesdays 730 p m, Firemen's hall, cor 2d ave & Chestnut st
 Master—W N Carter
 Sec'y—
 Fin'r—J P Batterton
 Journal Ag't—Chas Wells

306 MOUNT McKAY, Ft. William, W. Ont.

Meets every Tuesday 20 o'clock, B of L E hall, Smith's block
 Master—Wm Walsh, Fort William West
 Sec'y—A G McDonald, Ft William West
 Fin'r—Chas P Rapet, Ft William West
 Journal Ag't—Thos W Clarke

308 MIDLAND, Lindsay, Ont.

Meets 2d & 4th Sun 2 p m True Blue hall, cor Kent & William
 Master—J Ryan
 Sec'y—W Abbott
 Fin'r—J W McGar, box 242
 Journal Ag't—W Mercer

309 IRA B. TICE, Perth Amboy, N. J.

Meets 1st & 3d Sun, K of P hall, cor Smith and High st
 Master—Bernard Torlin, lock box 43
 Sec'y—Wm H Fullerton, lock box 43
 Fin'r—Thomas Murphy, lock box 43
 Journal Ag't—Alfred H Thomson,

310 FLOWER CITY, Rochester, N. Y.

Meets every Sun 2 p m, B L E hall, 86 State st
 Master—Wm Cullen, 4 N Alexander st
 Sec'y—R B Lias, N Y O Yard, E Rochester, N Y
 Fin'r—M J Garvey, 4 N Alexander st
 Journal Ag't—J J Cleary, 39 Meng Park

311 L. S. COFFIN, Mechanicville, N. Y.

Meets 1st & 3d Sun each month, 1 p m,
 I O Hall
 Master—George Buseno, box 441
 Sec'y—Orville Mott, box 191
 Fin'r—D. C Corcoran
 Journal Ag't—M Sheehan, box 381

312 W. S. FENDER, Carlin, Nev.

Meets every Sat 130 p m, Engineers' hall
 Master—Wm Humphrey
 Sec'y—Wm Funk
 Fin'r—R W Robson
 Journal Ag't—R W Robson

313 HARRY WILSON, Wadsworth, Nev.

Meets every Mon 730 p m, Engineers' and Firemen's hall
 Master—W Trousdale
 Sec'y—John A Bushnell
 Fin'r—Jno W Lyell
 Journal Ag't—Hugh Miller

314 UMPQUA, Roseburg, Ore.

Meets every Sun 130 p m, A O U W hall
 Master—W H Jamieson, box 33
 Sec'y—L B Hendricks
 Fin'r—V C Lonan
 Journal Ag't—J M Hansbough

315 LA GRANDE, La Grande, Ore.

Meets every Fri 2 p m, K of P hall
 Master—F D Seeley
 Sec'y—J Richardson
 Fin'r—F L Cokendall
 Journal Ag't—U E Johnson

316 BELLE ISLE, Windsor, Ont.

Meets 1st & 3d Mon each month, 2 p m, Foster's hall, Sandwich st
 Master—Ed Freeman, 38 Bruce ave
 Sec'y—Jas Enright, box 425
 Fin'r—John Hillman, 47 Bassett ave
 Journal Ag't—Alex McGarvey

317 MORGAN, Lafayette, La.

Meets 1st & 2d Mon, 3d & 4th Tues, 730 p m, K of P Hall
 Master—Chas H Lusted, box 39
 Sec'y—Hypolite Jagorn, S P depot
 Fin'r—F C Traylor, S P depot
 Journal Ag't—W H Parrott, C N Hotel

318 W. M. NEWBOLD, Birmingham, Ala.

Meets 1st & 3d Wed 2 p m, Phoenix hall
 Master—C Gleason, box 487
 Sec'y—C L Martin, 1 b 349
 Fin'r—M C Adkinson, 1507 4th ave
 Journal Ag't—C M Crosby, National Hotel

319 F. T. FOX, Marion, Iowa.

Meets 1st & 3d Mon 730 p m, 2d & 4th Sun 2 p m, A O U W Hall, Keenan's block, 7th Ave
 Master—H A Milligan
 Sec'y—D Sanders
 Fin'r—C G Cook
 Journal Ag't—J E Seymour, box 150

320 MCKEE'S ROCKS, McKee's Rocks, Pa.

Meets every Sun 630 p m, Christian's hall, Chartres ave
 Master—H R Fuller, box 432
 Sec'y—Jas Talbot, 432
 Fin'r—
 Journal Ag't—

322 QUEEN CITY, Toronto, Ont.

Meets 1st & 3d Sun 2 p m, Occident hall, cor Queen west & Bathurst sts
 Master—Richard Thompson, 67 Niagara st
 Sec'y—J F Quinlan, 9 Turner ave
 Fin'r—W J Henry, 123 Euclid ave
 Journal Ag't—Wm Kissock, 20 Wolseley st

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- 323 ST. LAWRENCE, Norwood, N. Y.**
 Meets 1st & 3d Sun, G A R hall
 Master—E T Marney, 112 Knox st, Ogdensburg N Y
 Sec'y—Chas M Seaman
 Fincl'r—Barney Du ea
 Journal Agent—Samuel H Hubbard
- 324 W. S. JONES, Rome, N. Y.**
 Meets 2nd & 4th Sun, 137 North James st
 Master—C Gleason, 326 Canal st
 Sec'y—J J Helmner, Richland, N Y
 Fincl'r—H Bowers, 113 Kossooth st
 Journal Ag't—R J McCormac (Send to Gleason)
- 325 UTAH CENTRAL, Salt Lake, Utah.**
 Meets A O U W hall, Main & 1st st south
 Master—G M Jones, U P frt office
 Sec'y—Samuel H Lufkin, 152 West on North Temple
 Fincl'r—W J Irvine 44 S 7th st west
 Journal Ag't—C H McGahan, 436 West on 2nd st south
- 326 LITCHFIELD, Litchfield, Ill.**
 Meets every Sun 1:30 p m, K of P hall
 Master—B M Goad, box 322
 Sec'y—Wm Wiegreffe, jr, box 431
 Fincl'r—J B Purl, box 322
 Journal Ag't—F B Rogers, box 431
- 327 GOODLAND, Goodland, Kan.**
 Meets 1st & 3d Tues of each month, 2 p m,
 Firemen's hall
 Master—N E Bloss, box 248
 Sec'y—W T Smith, box 250
 Fincl'r—J A Kirkpatrick
 Journal Ag't—J M Cox
- 328 EAGLE BUTTE, Forsythe, Mont.**
 Meets every Thurs 7:30 p m, B L E hall
 Master—David C Maxwell
 Sec'y—John T Wallace
 Fincl'r—Ed A Myers
 Journal Ag't—Patrick J Butler
- 329 BELVIDERE, Belvidere, Ill.**
 Meets 2d & 4th Sun 2 p m, Woodman hall, Logan st
 Master—Henry Battisfore
 Sec'y—F K Gilbert
 Fincl'r—J E Wheat
 Journal Ag't—James Carrey
- 330 BAYONNE, Bayonne City, N. J.**
 Meets every Sun 2 p m, Germania hall, 421 Ave D
 Master—Adam Apgar, 230 Ave D
 Sec'y—Thomas Lenahan, 233 Ave D
 Fincl'r—F McEvoy, 34 W 11th st
 Journal Ag't—Thos Lenahan, 233 Ave D
- 331 GARDEN OF THE GODS, Colorado City, Colo.**
 Meets every Sun 7:30 p m, Masonic hall
 Master—Ed Craig, 1 b 888
 Sec'y—J Jones, 1 b 870
 Fincl'r—G W Brown, 1 b 870
 Journal Ag't—J C Starba, Colo Springs, Colo
- 332 C. F. COMSTOCK, Danbury, Conn.**
 Meets 2d & 4th Sun 11 a m, Benedict Hall, Main st
 Master—C F Comstock, D & N R R
 Sec'y—J H Hynes, 1 b 207, East Norwalk, Conn
 Fincl'r—H P Beeman, 5 Franklin st, South Norwalk, Conn.
 Journal Ag't—J H Hynes 1 b 207, E Norwalk, Conn
- 333 SHIAWASSEE, Owosso, Mich.**
 Meets 1st & 3d Sun 2 p m, K O T M hall
 Master—W D Perrow, 2005 East st, Toledo, O
 Sec'y—H S Allison
 Fincl'r—E T Millis
 Journal Ag't—J Higgins
- 334 GARDNER R. COLBY, S. Orange, N. J.**
 Meets 1st Sun 2 p m, 3d Thurs 8 p m, Odd Fellows' hall
 Master—John L Jewell, 13 Gray st, Roseville, Newark, N J
 Sec'y—G W Hempsted, 44½ State st, Newark, N J
 Fincl'r—P F Kirwin
 Journal Ag't—G W Hempsted, 46½ State st, Newark, N J
- 335 WORANOCO, Westfield, Mass.**
 Meets 2d & 4th Sun Red Men's Hall, Loomis & Lane's b ock
 Master—H Chambers, 5 Curtis st
 Sec'y—Geo McCar. hy, 89 Montgomery st
 Fincl'r—J Madden, 11 Grand st
 Journal Ag't—P W Daley, 4 Curtis st
- 336 W. H. STEVENSON, Great Barrington, Mass.**
 Meets 1st & last Sun 2 p m
 Master—W H Casey
 Sec'y—Wm Jaqua
 Fincl'r—W B Spencer, 30 William st, Bridgeport, Conn
 Journal Ag't—Jno Murphy, Housatonic R R
- 337 CUMBERLAND, Somerset, Ky.**
 Meets every Friday, 7:30 p m, B L E Hall, Main St
 Master—C L Parker
 Sec'y—John Hall
 Fincl'r—C M Bryant
 Journal Ag't—J D Cosby
- 338 RENOVO, Renovo, Pa.**
 Master—Wm E Hussey
 Sec'y—H L French
 Fincl'r—H L French
 Journal Ag't—S C Allen
- 339 W. J. STONEBURNER, Two Harbors, Minn.**
 Meets 1st & 3d Sun, I O O F Hall
 Master—Lewis D Rose
 Sec'y—Charles Lapere
 Fincl'r—A J Tinsdale
 Journal Ag't—J D Adams
- 340 SUTTER, Sacramento, Cal.**
 Meets Sun 7:30 p m, K P Hall, 9th & Ire Sts.
 Master—J F Doughty, 923 10th st
 Sec'y—A McDonough, 1412 22nd st
 Fincl'r—S P Coon
 Journal Ag't—W M Keenan, S P Depot
- 341 M. GILLEAS, Waterloo, Iowa.**
 Meets 1st & 3d Sun 10 a m, B L F Hall, cor 4th & Sycamore Sts
 Master—J P Clear, Farley, Ia
 Sec'y—W M Kirkpatrick, 321 Walnut st
 Fincl'r—A Wylie, 327 Fremont
 Journal Ag't—L M Berg
- 342 JUNCTION, Junction City, Kan.**
 Meets every 2 p m Sunday, K of P Hall, Washington st
 Master—J A Bergin, box 528
 Sec'y—I. L Haynes, box 528
 Fincl'r—R E Clark, box 306
 Journal Ag't—J L Cheek
- 343 GEORGE R. LEE, Charleston, Ill.**
 Meets 1st & 3d Sun, 9 a m, 2nd and 4th Wed, 7:30 p m, hall east side Public Square
 Master—Geo J Tilt n
 Sec'y—J B Turner
 Fincl'r—T M Herron
 Journal Ag't—Jas P Guiney
- 345 SIMON KENTON, Covington, Ky.**
 Meets every 2d Tues at Walker's Hall, 6th & Madison Ave
 Master—R L Pence
 Sec'y—Joe Boze, 1208 Russell st
 Fincl'r—W O B Gosney, 58 W Fifteenth st
 Journal Ag't—A J Waddell, 1046 Banklick st

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- 346 JUST IN TIME,** Allentown, Pa.
Meets 1st & 3d Sun 2 p.m. P O S of A Hall,
Hamilton st
Master—B F Stahley, 147 Linden st
Sec'y—S S Hallman, 226 Foundry
Fincl'r—W H Koone, 220 S Penn st
Journal Ag't—D H Barrett, 138 Court st
- 347 EVANSVILLE,** Evansville, Ind.
Master—S G Irwin, 406 William st
Sec'y—Geo Palmerton, 104 William st
Fincl'r—S G Irwin, Medora, Ind.
Journal Ag't—Elmer Dear, 40 William st
- 348 DES MOINES VALLEY,** Eldon, Iowa.
Meets 1st & 3d Sun, 2 p m, 2nd & 4th Mon, 9
a m
Master—G L Strager, box 779
Sec'y—J. White
Fincl'r—J. W Mickey, box 634
Journal Ag't—L F Shaug
- 349 MOUNT GARFIELD,** Grand Junction, Colo.
Meets I O O F hall
Master—Rob't King
Sec'y—D E Goodenough, lock box 303, Gunnison, Colo.
Fincl'r—J M McEwen, 1 b 303, Gunnison, Colo.
Journal Ag't—H Graham, Green River Utah
- 350 MOSS BRAE,** Dunsmuir, Cala.
Meets every Sunday, 2 p m, I O O F hall
Master—G F Hellmuth
Sec'y—J H Sweeny
Fincl'r—E F Murch
Journal Ag't—G F Hellmuth
- 351 J. J. KENNEDY,** Breckenridge, Minn
Master—Marvin Warfield, 1 box 258 Evansville, Minn
Sec'y—H L Cameron
Fincl'r—J J Kennedy
Journal Ag't—J E Royer, Washington, Minn
- 352 ESTHER,** Estherville, Iowa.
Master—Geo Stoerlein
Sec'y—Frank Van Velser
Fincl'r—M C Einwarter
Journal Ag't—F E Green
- 353 GRAND ROCK,** Fairbury, Neb.
Master—Jno McFeeley
Sec'y—A E Beebe, box 143
Fincl'r—G E Tucker, box 143
Journal Ag't—F E Hurless, box 439
- 354 WALNUT VALLEY,** Arkansas City, Kan.
Meets every Saturday, I O O F hall Central ave
Master—Chas H Danner, 624 S 2d st
Sec'y—W H Tyler, 720 South A st
Fincl'r—D M Hansen, 825 s 1st st
Journal Ag't—Leonard C Hult
- 355 LEWIS WETZEL,** Parkersburg, W. Va.
Master—J T Farrell, Jenett & Williams sts
Sec'y—Michael Joyce, 712 Jenett st
Fincl'r—W Welch, 1010 Swan
Journal Ag't—Win Wells, 1103 Lynn st
- 356 ELORADO,** El Dorado, Kan.
Meets B of L E hall
Master—E Bover
Sec'y—G T Conway
Fincl'r—H A Patrum
Journal Ag't—Chas Day
- 357 E. R. KNOWLTON,** Waukesha, Wis.
Meets 2d & 4th Sun Gove's hall, 80 Main st
Master—Chas H Heck
Sec'y—J H Heater
Fincl'r—Z V Johnston, box 84
Journal Ag't—H L Horne
- 358 W. H. DE FRANCE,** Jonesboro, Ark.
Meets 2d & 4th Sun, Stacey's hall
Master—T D Swift
Sec'y—C King, box 238
Fincl'r—I J Reynolds, box 238
Journal Ag't—J J Bryant
- 359 BED RIVER,** Gainesville, Tex.
Meets every Sunday, K of L hall
Master—D F O'Brien
Sec'y—E F Miller, box 390
Fincl'r—A H Barberger
Journal Ag't—Harry Jones
- 360 SOUTH PLATTE,** Fremont, Neb.
Master—A D Magner
Sec'y—W J Breed, New York Hotel
Fincl'r—Frank Cummings, care F E & M V
bag room
Journal Ag't—C C Sweet, 66 Union st
- 361 GREEN RIVER,** Green River, Wyo.
Meets every Saturday evening, Scott's hall
Master—C H Doner
Sec'y—R M Campbell box 94
Fincl'r—F F Lawrence box 68
Journal Ag't—J Caskey, Livingston, Wyo
- 362 A. A. ROBERTSON,** Martinsburg, W. Va.
Meets 1st & 3d Mon, 8 a m, 2d & 4th Wed 7:30
p m, K P Hall
Master—C H Fisher
Sec'y—W H Caskay
Fincl'r—H J Burris
Journal Ag't—Geo E Greene
- 363 SOUTHWARK,** Philadelphia, Pa.
Meets 2d & 4th Sun
Master—H W Cropper, 1829 Wharton st
Sec'y—M Keegan, 1928 Kimball st
Fincl'r—Edward E Jones, 1638 Latonia st
Journal Ag't—W W Thoms, 1148 Ward st
- 364 ALBERT KEEP,** Turner, Ill.
Meets 4th Sun 2 p m, 8 p m, I O O F hall
Master—Wm Walliser
Sec'y—J D Blackman
Fincl'r—John Walliser, box 323
Journal Ag't—Chas Blackman
- 365 NEVADA,** Nevada, Mo.
Meets every Sun 7 p m, K of L hall, N E cor
Walnut and Cedar
Master—W P Abel
Sec'y—G B Talmage
Fincl'r—A J Mayers
Journal Ag't—C E Powers
- 366 PALADORAH,** Clarendon, Tex.
Meets 1st & 3d Sun 8 p m, 2d & 4th Sun 2 p m
Master—
Sec'y—J A Switzer
Fincl'r—F E Record, Adams Hotel
Journal Ag't—C E Eddie
- 367 ZENITH,** West Superior, Wis.
Meets 2d & 4th Sun 2:30 p m, G A R hall
Tower ave
Master—D C Clark, 1803 Ogden ave
Sec'y—I Behe
Fincl'r—J Coulter, 1016 Onks ave
Journal Ag't—Eugene A Wilkinson, 200
Garfield ave
- 368 PALESTINE,** Palestine, Tex.
Meets every Thursday evening
Master—T F Chastain
Sec'y—H D Evans
Fincl'r—C A Jacobs
Journal Ag't—E B Thompson
- 369 C T. SALISBURY,** East St. Louis, Ill.
Meets 1st & 3d Sun 2 p m, McGarrey's Hall
Master—A Tankerly
Sec'y—O O Jameson
Fincl'r—H Atkinson
Journal Ag't—F McClure, Mt Vernon, Ind

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370 CHEROKEE, Parsons, Kansas.

Meets 1st and 3d Sun 1:30 p m, 2nd and 4th Tues 7:30 p m, K of L Hall
 Master—O B Underwood, box 276
 Sec'y—Harry Porter
 Fin'r—C B Kinder
 Journal Ag't—J J Koch, box 273

371 MISSISQUOI, Farnham, Quebec.

Master—Theo Flynn
 Sec'y—Jas Elliot
 Fin'r—S O Watson
 Journal Ag't—J W Saindon

372 CENTRAL, Newark, N J

Master—Wm Hopper, 104 Mt Prospect ave
 Sec'y—J D Jamison, 92 McWhorten st
 Fin'r—F Murphy, 138 S Park St
 Journal Ag't—O M Durling, Somerville,
 N J

373 GREEN VALLEY, Reynoldsville, Pa.

Master—T S Smith
 Sec'y—C J Postlewait
 Fin'r—A J Baxter
 Journal Ag't—Michael Welsh, Driftwood,
 Pa

374 SELTICE, Tekoa, Wash.

Master—M V Smith, box 15
 Sec'y—G H Wensley, box 15
 Fin'r—H C McDonald, box 15
 Journal Ag't—H C Williams, Wallace, Idaho

375 GEORGE W. TILTON, Chicago, Ill.

Master—J P Esmay, Sherman House
 Sec'y—Major Schofield, 29 Crossing st
 Fin'r—J T Jenks, Austin, Ill
 Journal Ag't—H C Igle, 110 Locust st

LADIES' AUXILIARY—B. R. T.

Grand Lodge—Organized January 23, 1889.

FORT GRATIOT, MICHIGAN.

Mrs. SOPHIA J. GRANGER..... Grand Mistress.
Mrs. ELLA P. HUNTER.... Vice Grand Mistress.
Mrs. AMY A. DOWNING..... Grand Secretary.
ALMA RICE..... Grand Treasurer.

BOARD OF GRAND AUDITORS— Mrs. Bessie Shunn, Mrs. Ada J. Gould, Mrs. Gertrude Hill.

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 Treas—Mrs Alma Rice

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Mistress—Mrs Cary Beeler
 Sec'y—Mrs Emma E Quinlisk
 Treas—Mrs H J Bunch

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 Sec'y—Mrs J Wolfe
 Treas—Mrs Rose Egan

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Mistress—Mrs Teresa Keeler
 Sec'y—Mrs Cassie Clark, 5148 Wentworth av
 Treas—Mrs Fannie Kay

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Mistress—Mrs Callie Hoffman
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 Treas—Mrs Florence Floyd

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Mistress—Mrs Bertie Moran
 Sec'y—Mrs Kate Fowler
 Treas—Mrs Mary Murphy

NOTICE.—The Grand Lodge of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen is now prepared to organize subordinate lodges of the Auxiliary and transact all business pertaining to that organization. All communications promptly answered.

MRS. A. DOWNING, Grand Sec'y.

Fort Gratiot, Mich.

For All Interested in the Auxiliary.

After due consideration, the Grand Lodge of the Ladies' Auxiliary has decided to reduce the charter fee to fifteen dollars, and do hereby alter and amend Section 3, Article VII., of the Grand Lodge Constitution to read as follows:

"The charter fee for all new Lodges organized shall be fifteen dollars (\$15). This fee shall also entitle the Lodge to a seal and other Lodge supplies deemed necessary by the Grand Lodge."

Respectfully,

MRS. SOPHIA GRANGER,
 Grand Mistress.

MRS. AMY DOWNING, Grand Sec'y.

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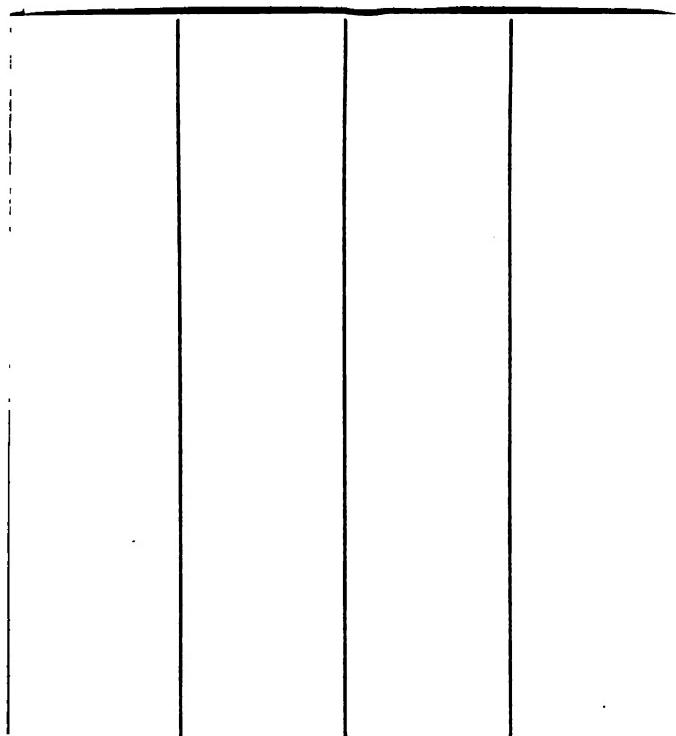
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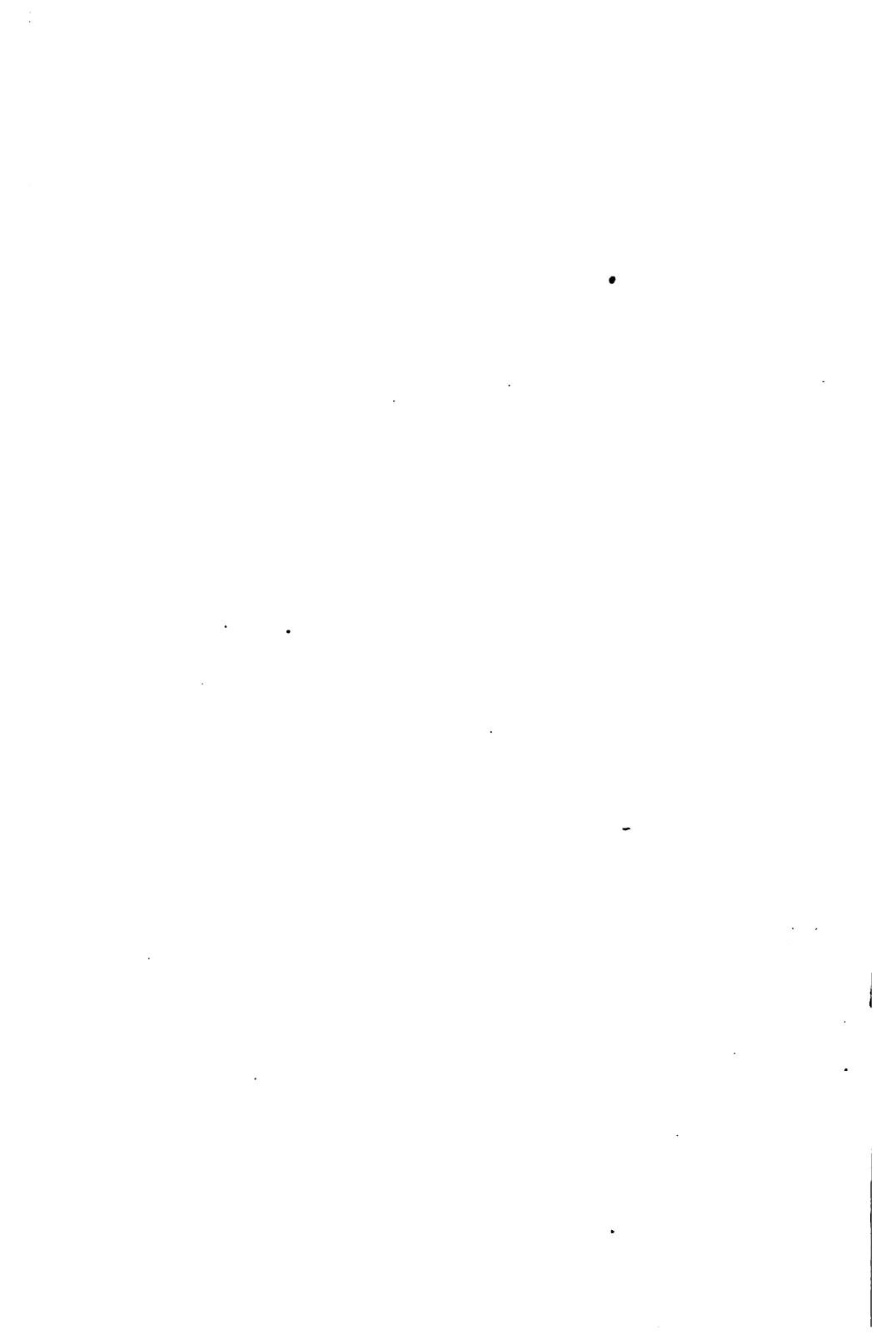
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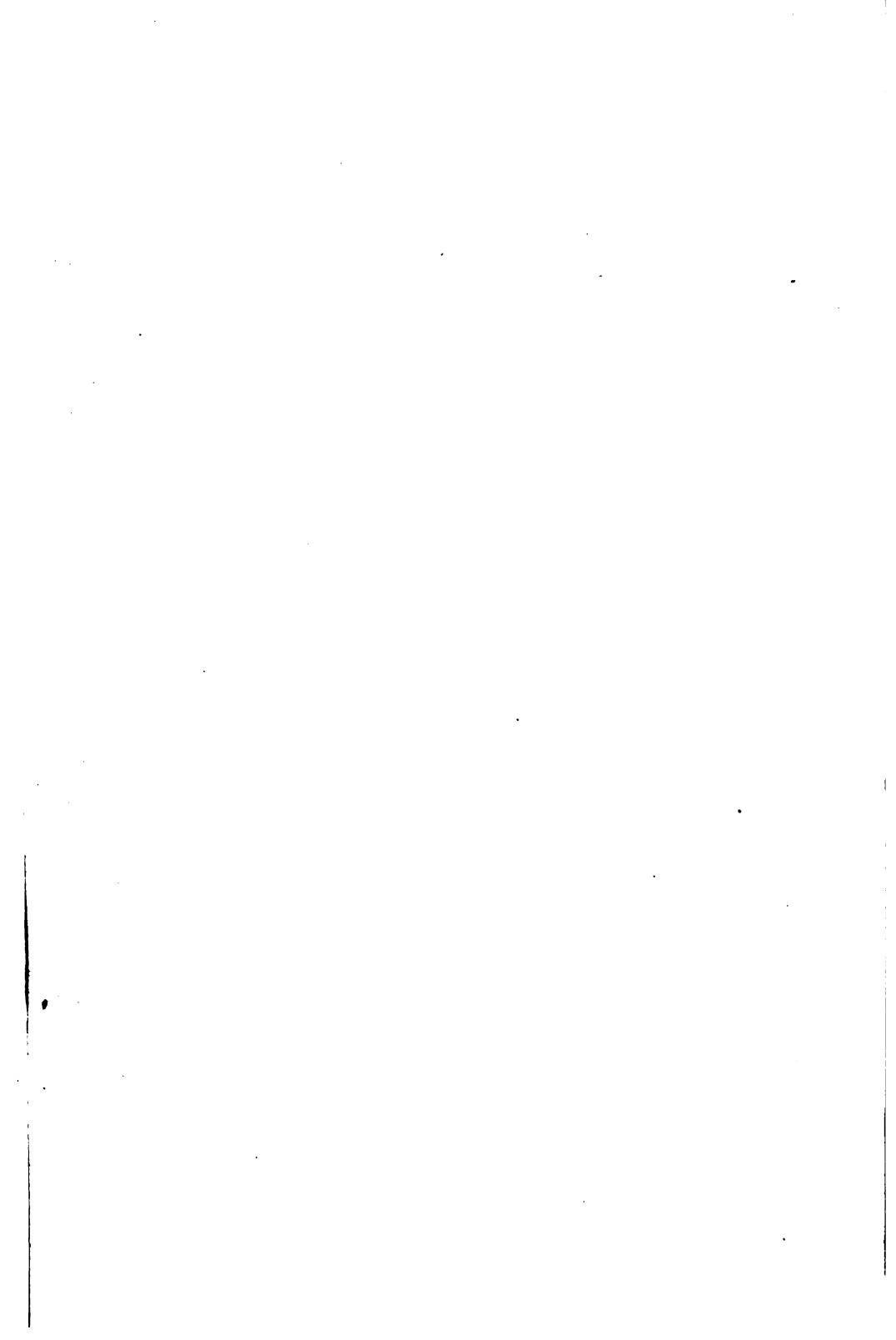
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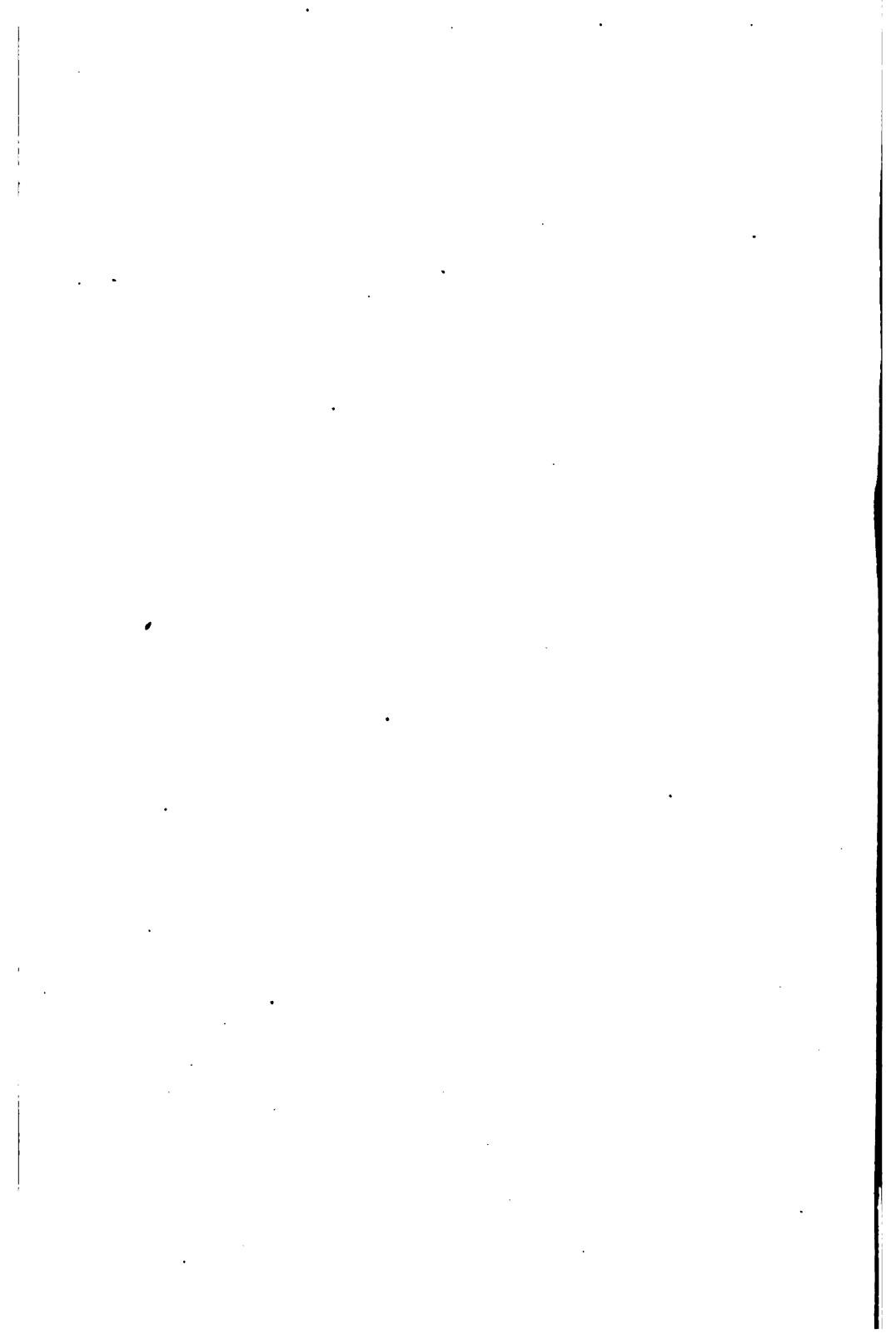
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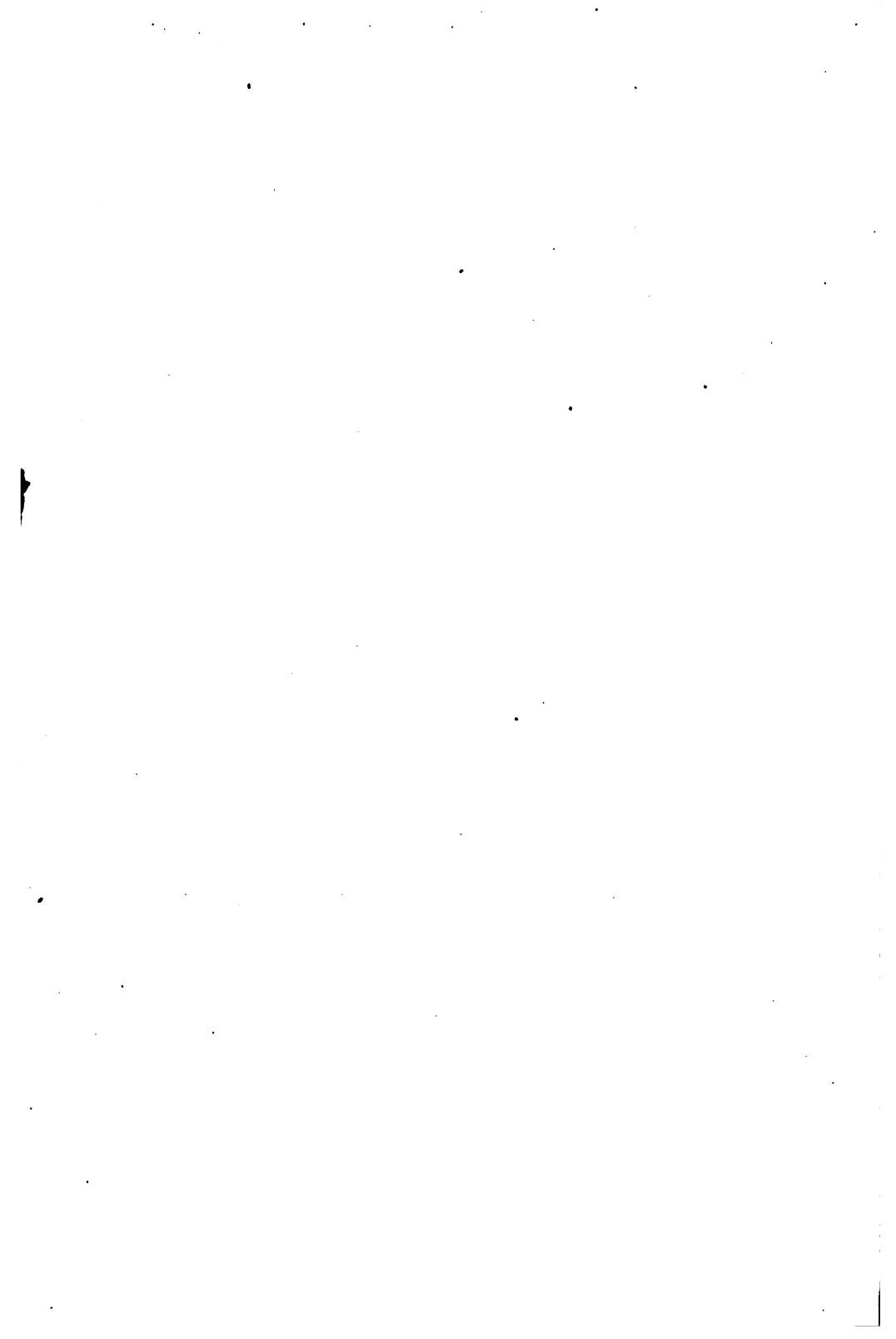
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